

The Hongkong Telegraph

WEATHER FORECAST

FAIR

Barometer 29.97

(ESTABLISHED 1861.)

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May 5, 1914. Temperature 6 a.m. 70, 2 p.m. 75.
Humidity 80 56

May 5, 1913. Temperature 6 a.m. 71 p.m. 77
Humidity 80 69

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晚一拾月四年寅甲

TUESDAY, MAY 5, 1914.

二拜禮 號近月伍英西曆

TELEGRAMS.

THE BUDGET.

PRESS EXPECTATIONS.

[Reuter's Service To "The Telegraph."]

London, Received May 4.
The Daily Chronicle says that it is unlikely that Mr. Lloyd George will find it possible to reduce the duties on the articles of consumption. Most of the new revenue will probably be found by extending the super-tax downwards.

Surplus of £750,000.

Mr. Lloyd George is introducing the Budget said that the past year had been one of exceptional prosperity. Trade had reached its highest point while unemployment had been at its lowest. He had been able to meet all the supplementary estimates and to realize a surplus of £750,000.

A Deficit.

He had consulted the best authorities and they believed that there would be a slackness in certain branches of trade in the coming year. Others would be busy than ever. He estimated upon existing taxation that the revenue would be £200,657,000 and that the total revenue would be £205,985,000, leaving a deficit of £5,328,000.

Local Taxation.

The Chancellor dwelt on the urgency of relieving local taxation as the rates in some districts had been doubled within recent years, especially in connection with housing, education and roads. The present system of rating was perfectly indefensible. Moreover there was great inequality between rich and poor districts and substantial aid must be given by the Exchequer to save municipalities from bankruptcy. A new system of valuation and of local taxation must be established.

Taxation of Site Values.

The idea of the Government was to establish a national system, which should be fairer and more impartial as between classes and localities. The taxation of site values would form an integral part of the system of local taxation. The Government would insist upon efficient results as a condition of receipt of grants from the Exchequer.

Public Health.

Among the grants would be one for public health while the grants for roads and education would be raised. The total grant for public health would be four millions annually, besides a further grant for fighting tuberculosis, training nurses and establishing laboratories for the diagnosis of diseases. The education grant would be £2,750,000 and would cover the feeding of necessitous children and physical training. There would also be a grant of £1,250,000 to facilitate the working of the Insurance Act.

The grants would commence in December, and would mean adding £4,218,000 to the deficit, and allowing for margin, he would have to raise a total of £3,800,000. He proposed various changes in the Income Tax. The Tax would remain unchanged on earned incomes up to £1,000, while between £1,000 and £3,000 it would range from 10.1.2d. to 1s. 4d. On unearned incomes the tax would be raised to 1s. 4d. and a super-tax would be operative from £3,000 upwards upon a graduated scale, rising to 1s. 4d. Thus some incomes would pay 2s. 8d.

The ordinary Income Tax would yield £5,250,000 and the super-tax would yield this year an additional £2,500,000 and ultimately £7,750,000. He hoped to obtain another £250,000 in Income Tax from investments abroad.

TELEGRAMS.

THE BUDGET.

PRESS EXPECTATIONS.

[Reuter's Service To "The Telegraph."]

London, Received May 4.
Mr. Lloyd George announced that the Death Duties between £80,000 and £200,000 would be increased 1 per cent., while the maximum would be raised to 20 per cent. These would produce £850,000, and the Settlement Estate Duty another £150,000, making a total of £200,000. He thus had to find another million, which would be taken off the Sinking Fund. The new proposals marked a decisive step towards the happiness and efficiency of the people and the greater strength and honour of the nation. The Chancellor of the Exchequer spoke for two and a half hours.

The Proposals Summarised.

Mr. Lloyd George, in his Budget speech, proposed an elaborate scheme for reconstructing the system of local taxation and introduced a revised scale of Income Tax and increased Death Duties, whereby he secured additional revenue of £8,800,000. He also takes a million from the Sinking Fund, enabling him to meet the estimated deficit and increased expenditure for national grants to local authorities for health, education and insurance.

No Debate

The usual debate did not follow the Budget statement, discussion being adjourned till further figures and information were submitted to the House with reference to the new proposals.

MP'S DEATH.

SUCCUMBED ON STEAMER.

London, Received May 4.
Reuter's correspondent at Ottawa says the Rev. O. Silvester Horne, M.P., died on a steamer between Niagara and Toronto.

The deceased has represented Ipswich in the Liberal interest since 1910. He studied theology at Mansfield College, Oxford, and was Congregational minister of Kensington Chapel from 1889 to 1903, later taking charge of Whitefield's Church at Tottenham Court Road. He was an "impenitent Radical" and an advocate of modern Puritanism. Ipswich returns, two members, and at the last election deceased was second in the polling, securing 3,791 votes, which was 344 more than Mr. A. A. Churchman, Unionist. Sir D. F. Goddard, Liberal, headed the poll.

London, Received May 5.
Mr. McKinnon has been invited to contest the seat at Ipswich.

MEXICAN WAR.

FEDERALS AT VERA CRUZ.

London, Received May 5.
Reuter's correspondent at Washington states that General Fisher reports that ten thousand Federals are now in the vicinity of Vera Cruz, made of them entrenched.

TELEGRAMS.

BRITAIN AND JAPAN.

ECONOMIC ALLIANCE?

[Reuter's Service To "The Telegraph."]

London, Received May 5.
The Times correspondent at Tokyo states that Count Okuma, the Premier, in an interview dwelt on the importance of the Alliance with Britain as a centre of authority in the Far East and urged its development into an economic Alliance in China, one ally to supply the money and the other to intimate knowledge on Chinese matters and other advantages due to geographical propinquity.

"THE MYSTERY OF DEATH."

Talks With "Solid" Spirits.

Two Dutch physicians, Dr. J. L. Matla and Dr. G. J. Zaalberg, of Utrecht, claim to have invented a machine for holding direct communication with the spirits of the departed, says the Amsterdam correspondent of the "Daily Express."

They call it a "dynamotograph," and they assert it has proved to them that spirits are material and possessed of solid bodies. Their mode of procedure is thus described by Dr. Matla and Zaalberg in their brochure, "The Mystery of Death": "A room about two and a half yards long, two and a quarter yards wide, and three yards high was constructed. It was connected with a passage by means of one door; all other doors and windows being carefully sealed.

The door into the passage contained a small window, guarded by blinds, and the experimenters placed themselves in this passage, from which they watched the instrument through the small window.

In the room was placed a cardboard cylinder of such capacity that it could contain about two-fifths of the human body.

This cylinder was hermetically closed by means of sheets of tin. Along each side, however, were left two strips of cardboard for the entrance of the "man force," as the manifesting entity was called. The interior of the cylinder was shut off from the outside air, save by a small glass and rubber tube, which connected it with a recording instrument known as the "manometer."

"Man Force" in the Cylinder. The manometer was constructed somewhat like a thermometer containing, instead of mercury, one single drop of alcohol, which recorded the degree of pressure on the air or gas inside the cylinder.

The "man force" was asked to enter the cylinder. Immediately afterwards, the drop of alcohol was seen to run along the glass recording tube, showing that something was in the cylinder. On being requested to leave the cylinder, the alcohol drop at once returned to its normal position and remained there until the "man force" was asked to enter the cylinder again, when the same thing was repeated. Larger cylinders were afterwards tried with success.

Subsequently, the "dynamotograph" was employed. By means of this complicated electrical instrument, the "man force" in the cylinder was made to talk quite intelligently.

It spelled out words to the experimenters by pressing an electric key, beneath which rolled a circular disc, containing the alphabet. In the course of this spirit conversation, the two doctors were told:

TELEGRAMS.

THE SIBERIA.

SEVERAL FALSE ALARMS.

[Reuter's Service To "The Telegraph."]

London, Received May 5.
Some uneasiness is felt regarding the false wireless message about the Siberia. There have been several cases of false alarms, making shipmasters wary of rushing to assistance.

THE DERBY.

LATEST QUOTATIONS.

London, Received May 5.
The latest London betting for the Derby is 11 to 4 Kienyore, 4 to 1 The Patriarch and 6 to 1 Black Jester.

That after death man continues to exist in another form. That this form, the "man force," is subject to the law of gravitation. That the "man force" can influence the minds of those still living.

That in this second form of life, the law of the survival of the fittest prevails as it does here. That this second form of life is temporary, the "man force" gradually disintegrating.

The "man force," it is explained, is composed of a gaseous body. On this body, the will acts mechanically, causing it to expand or contract, and also to respond to questions. If, however, the body rises too high, it disintegrates on the spot.

STANDARD OIL PLANS.

Company to Spend Six to Ten Millions in China.

The following is a summary of an account of the Standard Oil Company's Chinese contract furnished by Mr. Benda, one of its vice-presidents, to the New York Sun.

The Standard Oil Company, in this partnership agreement with the Republic, has a contract of almost unexampled breadth. The work of development is to proceed under a Chinese-American company, in which the Standard Oil Company holds a large majority control, with the Chinese Government sharing the profits of development as its partner. The Standard gets the right of exploration and development in the two great northern provinces of Chihli and Shensi to begin with, besides other provinces. It has the vital essential privilege of building railroads and pipe lines, in addition to the sinking of oil wells, establishment of storage tanks and all that accompanies oil development.

One of the most far-reaching grants is the guarantee of the Government that it will assume control of all lands needed for this development, and in turn will give these to the partnership company. Our geologists have been over a great deal of ground. Drilling machinery is on the way now, and in three weeks we expect to be pushing holes in the ground around Changchun, and watching the first Chinese oil spout forth.

Mr. Benda pointed out that this by no means constitutes the first venture of his company into the Chinese field.

We have absolute confidence in China and the Chinese. We have been in China for many years, doing only a business with the consumer. In all that time, in over \$100,000,000 of business, with the yearly business now reaching nearly \$20,000,000, and with over \$20,000,000 permanent investment in the country, we have only lost in bad accounts

TELEGRAMS.

GERMAN WAR LEVY.

UNEXPECTED YIELD.

[Reuter's Service To "The Telegraph."]

London, Received May 4.
The German war levy is now expected to yield £60,000,000 sterling, which is 20 per cent. more than was anticipated. This is apparently due to the provision guaranteeing immunity for former irregularities to all sending in accurate assessments in connection with the levy, which disclosed the existence of large sums which had hitherto escaped taxation.

634 tons, about \$450. Since 1903 we have been dealing directly with the Chinese. We got away from the established plan of business through big wholesale merchants then and established our own selling agencies with the Chinese 3,000 and 4,000 miles away in the interior. They are splendid people, and our confidence in them has been amply justified. We expect to spend \$6,000,000 to \$10,000,000 in this new partnership in the near future. We urge and appeal to all merchants and commercial men of this country to join the movement of developing China.

Company Must be Backed Up. If the Standard Oil Company is not backed up, especially by bankers, American traders will not prosper, according to Mr. Benda, the stimulus that is brought to the company's initiative. There is great danger that unless our bankers come to the assistance of China, the wonderful opportunity presented to American trade will be cut off in favour of Europe. If American bankers do not come in, the United States will be left out of China in ten years.

This is the opinion of other authorities on international finance in general and Oriental trade in particular. It is hoped and believed that there may be soon a movement among bankers to take up the strings of financial relationship with China which were so suddenly snapped last spring by the Government's retirement from the loan syndicate.

LANGKATS.

The Settlement in Shanghai.

The Langkat settlement has passed without much difficulty, although there have been serious losses, says the N. C. Daily News. As the transactions for the settlement were to a large extent on the basis of the 60, and the market has to be consolidated on the fact that the settlement has been able to keep prices at over £45 in view of the reduction in the output. The manipulations to maintain prices have been very clever and rumours were freely circulated as on former occasions to this end. Still whatever the cause, it is good for the market that prices did not drop very low, although it is doubtful whether they can be maintained at present levels in future, unless output improves.

Langkat Share Market.

The recuperative and other faculties of the Langkat market would form a fitting subject of investigation for a Pickwickian Society, says the China Press of April 20. As the close of the market on Monday the April position was quoted at £45 and May £45 1/2, so soon as the

TELEGRAMS.

DUKE OF ARGYLL.

COURT MOURNING.

[Reuter's Service To "The Telegraph."]

London, Received May 5.
The Court will go into mourning for one month in consequence of the death of the Duke of Argyll.

Funeral Arrangements.

The Duke of Argyll's body will be taken to the Abbey on Thursday, and Their Majesties and other members of the Royal Family will attend a service on Friday. The funeral takes place in Scotland on Saturday.

news of the seven days' output became known—between 7 and 7.30 p.m.—there was a sudden slump, and business was done for May (unofficially, of course) as low as Tls. 42, and, according to one report, Tls. 40. Yesterday morning the market opened at Tls. 41 1/2 buyers for April, but quickly ran up to Tls. 42 1/2; for May Tls. 43 1/2; and June Tls. 45. At the noon recess business was done at Tls. 43 April.

During the afternoon there were transactions at Tls. 43 April, Tls. 45 May, and Tls. 47 June.

In view of the reduced output of oil made public yesterday, there would seem to be only one reason for the strength of the market, i.e., that some of the brokers are holding up the market for themselves and also on behalf of some of the bigger operators. A contributing cause may be the rumour that certain results are anticipated in the near future from the deep wells.

SALT GABELLE REVENUE.

Sir R. Dane's Triumph.

Peking, April 30.
The Salt Administration has handed over Tls. 2,700,000 to the Chinese Government out of the collections accumulated in the foreign banks. The sum of \$10,000,000 has been retained as being sufficient to meet all charges on the revenue of the Salt Gabelle for a considerable period ahead.

Provided the collections continue to be maintained at the present figure, further surpluses will be available for the Government in the future. Such surpluses, of course, will constitute the main security for the prospective loan from the Quintuple Group.

The Chinese Government is to be congratulated on the satisfactory evolution proceeding from the Salt Administration. Although the pressure by the foreign legations and the valuable work of Sir Richard Dane are mainly responsible, it must be recognized that the loyal cooperation of the Chinese themselves at many points has largely contributed to this result.

It is to be hoped that the receipt of the present surplus, the first fruit of the reorganization proposed under export foreign advice, will encourage the Chinese to give the fullest trial to reforms proposed by Sir Richard Dane. Nothing will go further to rehabilitate Chinese credit than evidence that the revenues of the country are susceptible to expansion under proper direction. It is understood that the Government is making a substantial increase in the emoluments to Sir Richard Dane and that his services will be recognized in a Presidential order which will be published forthwith.—N. C. Daily News.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Liang Shi-yi has been appointed Director-General of Customs.

Kennymore is quoted at 11 to 4 and The Patriarch second favourite at 4 to 1 for the Derby.

Ten thousand Federals are reported to be in the vicinity of Vera Cruz.

The National Council has discussed the cancellation of October 11 as a national holiday.

Mr. Lloyd George spoke for two and a half hours in introducing the Budget.

The death has occurred on board a steamer of the Rev. Silvester Horne, M.P.

Mr. Lloyd George estimates that his Budget proposals will leave a surplus of £750,000.

The Budget proposes a scheme for reconstructing local taxation, revises the Income Tax and increases the death duties.

Uneasiness is felt in America regarding the S. Siberia message. There have been several such false alarms.

Mr. Lloyd George, in introducing the Budget said the past year had been one of exceptional prosperity.

A mandate has been issued which grants an amnesty to all political offenders except the leaders.

Hsu Shi-chang's appointment as secretary of state carries duties which are practically identical with those of chief secretary in the President's office.

A meeting was held in the President's office to discuss the question of asking Britain or France to protect Chinese residents in Mexico.

NEWS.

The funeral of the late Sister Louise took place this morning.

General news appears on page 3 and log book on page 6.

"Our contemporaries" appears on page 2 and commercial news on page 8.

An enquiry into the circumstances attending the Tai On piracy was opened to-day.

A break of 50 was registered by Sergeant Pitt in the Soldiers Club Billiard tournament last evening.

The claim against Sir Paul Chater by a mining engineer was further heard in the Supreme Court to-day.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9.00 p.m.

TO-MORROW.

Licensing Board—2.15 p.m.
Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Bandmann Opera Co.—Theatre Royal—9.00 p.m.

Saturday May 9.
Hippodrome Circus—Caneaway Bay—9.15 p.m.

Monday May 11.
Obba Fire Insurance Co. Ltd. Extraordinary General Meeting. Thursday May 14.

H. K. Electric Co. Ltd. Meeting of Shareholders 11.30 a.m. Saturday May 16.

Hongkong Cotton Spinning, Weaving and Dyeing Co. Ltd. Extraordinary General Meeting—noon.

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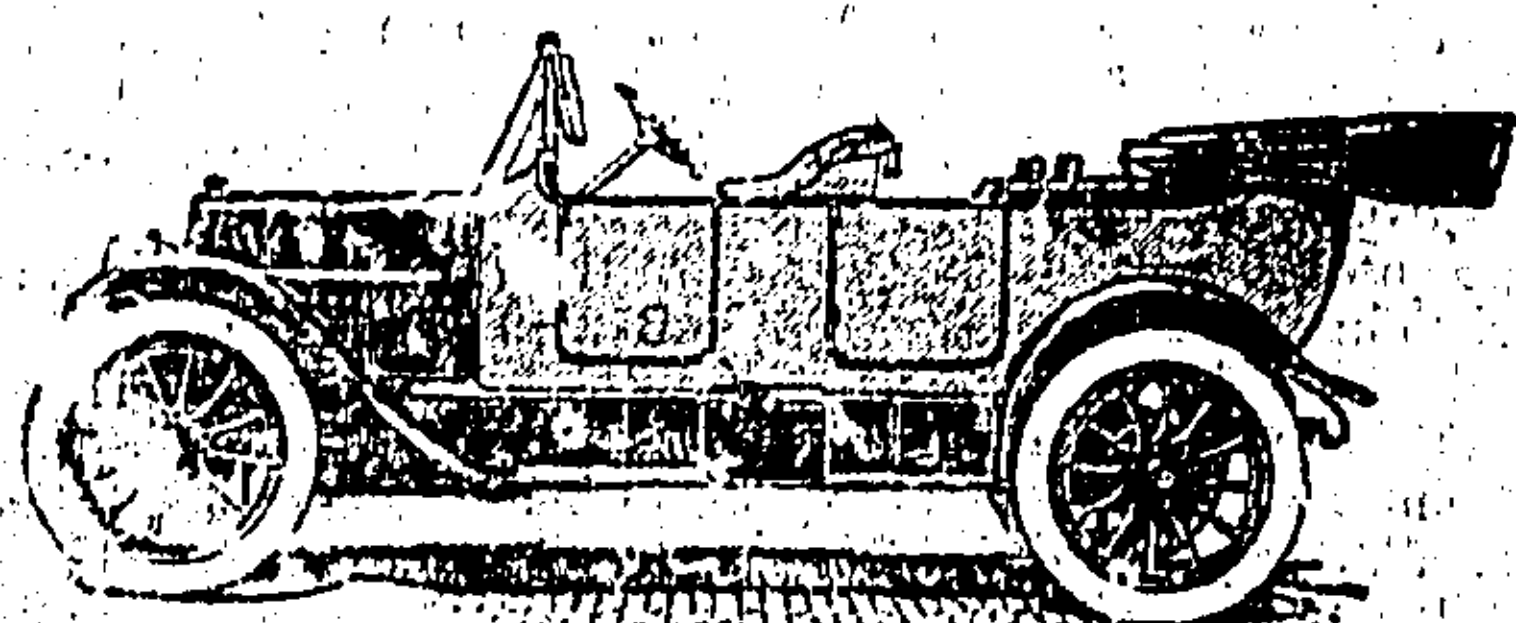


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Daily Press.

White Wolf's Proclamation.

For the White Wolf has recently raised a "patriotic standard" and published a "high-falutin" proclamation about "The traitor Yuan Shih-kai, with the cruel heart of a wolf, dictating laws according to his own inclinations and bent upon arrogating the role of an emperor, repelling and banishing the virtuous and the learned, welcoming and employing his own paws and jaws, putting the meritorious to the sword or killing them in cowardly fashion by hired assassins, encouraging his shameless satellites with official ranks and gold, paying no heed to the alienation of Unga, caring less for the revolt by Tibet, and worrying not about the secret existence and growing strength of the Imperial Party." The White Wolf declares that his heart is rent by pain and his head aches with indignation, impelling him to rise in revolt and to assemble "heroes and patriots" with the determination to "save the lives of the people." In point of fact the whole history of his campaign has been one of pillage and murder, and until the issue of this grandiloquent proclamation, which he himself does not appear to have the literary ability to compose, there was no pretence made to any patriotic object.

South China Morning Post.

Hongkong and Wireless.

The China Sea is a veritable breeding place of great storms and typhoons, and as all sea-going vessels are equipped with wireless installations, they could send warnings of impending storms to Hongkong, from whence they could be despatched to be picked up by all approaching vessels. Hongkong has too long been neglected; it is, as Mr. Hewitt pointed out, the second seaport in the world and is likely to be one of increasing importance. It is comforting at least to know that steps are now being taken to design the building, but it is devoutly to be hoped that the Government will not fail to embrace every opportunity to bring pressure to bear upon the Colonial Secretary to justify his statement that "it is reasonable to suppose that there will be no great delay in carrying out the work."

China Mail.

Chinese Edicts.

Possibly China excels all her countries in the number of official edicts which her rulers issue, and at the same time, in regard to the practical results that frequently follow. If there is to be a yearly festival, most probably the officials will issue an edict as to the uselessness of the things associated with the festival, and in somewhat uncertain language intimate that the people must forego their usual habits, and not follow the customs of past years. Still, the things that are wanted to be done are done, and the officials seem to have done their duty by indicating to the people that such and such things are not allowed. All readers of Chinese history remember the many edicts issued in connection with the opium trade, and yet whilst the edicts were published from time to time both from Peking and also in the provincial cities, the trade went on just as before, and no one thought it necessary to desist because a very literary edict had appeared denouncing the thing itself, and threatening the most dire punishment upon all those who were destroying the life of the people.

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ALEXANDRA CAFE

GENERAL NEWS.

Prosecuting "Friends."
Cable communications from Melbourne "Friends," dealing with prosecutions under the Defence Act of Australia, gives these official figures, says the *Friend*:—
Prosecutions to date, 21,300 (out of 122,000 training).
Sent to Military Detention for—
See, etc., 3,400.

A summary supplied by the Defence Department ending February 4, 1914, shows that the prosecutions under the Defence Act for the month ending December 31, 1913, for non-registration, failure to attend drill, evasion of personal service, absence from compulsory drills, disciplinary and other offences, numbered 934, of which 884 were convictions. One magistrate told the boys that if they did not attend drills they would be treated like any other criminals, and contemptuously referred to them as "talking nonsense about conscientious scruples."

Lord Denman is reported as saying in a recent speech, "Supposing universal training became unpopular, it will be a law that will be very difficult to administer."

After the Boat Race.
The popularity of the Boat Race is one of the minor mysteries of life. It is not a great spectacle like the Derby, or a great picnic like Henley, or a great fashion fair like A-d-o-t. It comes at a bleak and forbidding season, says the *Saturday Review*.

A boat race affords, in fact, no great heart-thrills for the spectator. For the crews, of course, it is different. They crowd into a few minutes half a century of tugging experience. The man who rows in a University eight has done things he can never forget. He may spend his life administering an Indian province, or serving cocktails in a prairie town saloon, dozing in an office in Whitehall, arguing dull cases before a Chancery judge. But he will never swallow a deeper draught of the mingled joy and pain of life.

Philosopher in Clover.
Some years ago Mr. Jacobsen, the great brewer of Copenhagen, left his palace of Carlsberg, to go to the gallery of the highest official in Denmark, to go on the death of his son to the man whom the Danish Academy of Sciences should adjudge to be "the man who has deserved best of his Danish Fatherland." Recently the academy has fallen upon Professor H. K. H. the eminent philosopher and man of letters, who is widely known for, among other brilliant things, a penetrating criticism of Rousseau.

It may seem a trifle crude to distinguish a philosopher with a palace and a large salary, says the *Manchester Guardian*, but there is something unquestionably fine about the idea, and there is no better servant of the State than the man who enriches its thought, and therefore none better deserving of reward.

Melba in U.S.A.
Melba has come again—like the other singing birds—with the spring. "For one month I must be silent, though," the prima donna said to the *Evening News*. "It is absolutely necessary that I give my voice a rest. I have sung sixty-two times in the last five and a half months, and travelled 23,000 miles." Mme. Melba was speaking of her concert tour in Canada and the United States, which she has just concluded. She described it with a happy smile as having been "rather successful." "The Canadians and Americans showed their pleasure in exactly the same way as you do at home," she said. "They made as much noise as they could at the concert, they waited for me outside, and they sent me heaps of flowers. They never let me leave a town without singing 'Good-bye'—that was the favourite song. In one town I received 100 letters asking me to sing it."

Back "Hold Up."
Victoria (U. S.).

Six armed men held up the Union Bank at New Hazelton. After securing the loose cash they attempted to escape, but three of them were shot dead by the provincial police, and two were wounded and captured. The sixth man, however, escaped with \$200.

CHINA FLOUR MILL CO.

Annual Meeting in Shanghai.

The 10th general meeting of shareholders of the China Flour Mill Company, Limited, was held at the offices of the general managers, the Mitsui Bussan Kaisha, Limited at Shanghai on April 28. The report and accounts were passed and other formal business transacted. Mr. John Prentice presided and was supported by Messrs. A. E. Algar and S. Odagaki, directors. The total attendance represented 2,202 shares.

The secretary having read the notice convening the meeting, the chairman said:—

"The report and accounts having been in your hands for some time, with your permission we will take them as read."

"Your directors regret that, owing to the revolutionary troubles, and the high price of wheat, the result of the year's working has not been better than it is; but it shows a considerable improvement over that of the previous year."

Tls.
On the working account for 1911 there was a loss of ... 13,281.01

On the working account for 1912 there was a loss of ... 18,243.22

On the working account for 1913 there was a profit of ... 32,111.59

In the profit and loss account:—

Tls.
For the year 1911 there was a net loss of ... 53,405.80

For the year 1912 there was a net loss of ... 42,482.76

For the year 1913 there was a net profit of ... 8,079.43

The working for the first half of the year was very disappointing, so much so that our general managers (as you were notified by circular) gave us notice of their intention to terminate their agreement with the company, but later they withdrew the notice and agreed to continue the agreement.

"Your general managers have worked well for the company, and we hope we have now entered on a more prosperous period."

"The mill was worked 317 days and nights during the year. The amount of wheat purchased was piculs 313,265.81; the amount of wheat consumed piculs 306,825.40; and the quantity of flour manufactured piculs 531,899."

"I will not say anything about the accounts, as they explain themselves, but before moving the adoption of them I shall be pleased to answer any questions to the best of my ability."

There were no questions asked. In proposing that the directors' fees be reduced to Tls. 250 each per annum, the Chairman said that last year and the year before the directors had taken lower fees, and now they proposed to have those fees definitely reduced until better times dawned. According to the articles of association it was provided that the directors receive Tls. 250 each, but at a general meeting in 1904

HEAVY GERMAN FAILURE.

Liabilities Estimated at £900,000

The failure was announced on April 3 at Berlin of the firm of Wolf Wertheim (Limited) warehousemen, the liabilities being reported to amount to 18,000,000 marks (£900,000). The firm's financial position had been a difficult one for some time, and to avoid a crisis steps were taken in February last which may possibly form the subject of criticism during the coming proceedings. The assets, including stock and furniture, are placed at 2,500,000 marks, but may possibly fall short of this sum.

Money is understood to have been used to pay off indebtedness to the concern known as the Princes Trust, and some of the creditors it is thought will oppose its employment in this manner.

The bankruptcy proceedings opened on April 6 and attracted much attention as a fresh stage in the crumbling of the so-called "Princes Trust" which has been proceeding since last autumn when a large loan was raised upon the Fuenstenberg estates.

As a matter of fact, however, the connection of the bankruptcy with the "Princes Trust" is at best, very loose. The unfortunate Wolf Wertheim business arose out of personal rivalries in the Wertheim family, and although the concern attached itself to the "Princes Trust," Prince Fuenstenberg himself cut the connection some time ago, and the Deutsche Bank, when it took over the task of settling the Fuenstenberg-Hohenlohe concerns, expressly excluded the Wolf Wertheim business from the sphere of operations.

As regards the bankruptcy the German Association for the Protection of Creditors regards the present proceedings as unfortunate and premature, and as having prejudiced the possibility of a compromise. Prince Hohenlohe seems to be involved to a considerable sum, and the other losses will be distributed among some 2,500 creditors whose claims range from an average of £500 to a maximum of about £1,000. Most of the creditors seem to have been under the inaccurate impression that in the very probable event of the failure of Wolf Wertheim they would be covered by the "Princes Trust."

It was agreed that the total remuneration to be paid to the board should be Tls. 2000, although the specific amount to be paid to each director was not mentioned. The purpose of the resolution to which the shareholders had just listened was that from thenceforth, until different arrangements be made, the remuneration of the directors be Tls. 250 each per annum.

If you have lost your appetite one of the big variety of Saintry dishes at the ALEXANDRA CAFE is sure to tempt you.



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No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.
No. 19, Shelley Street.
TO LET—till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.
TO LET—No. 5, Mountain View from 1st April 1914. Newly painted and colour washed. No. 12 Beaconfield Arcade, Shop.
No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.

FOR SALE.

"GLENSHIEL," 124 Barker Road, 5 rooms, close to Tram Station.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [211]

TO LET—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET—From 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET—From April 1st. The First Floor of No. 75, Des Vœux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

A Collision.

Through a collision at La Palma the two British steamers Saint Oswald and Bellagio have been damaged and are to be required temporarily at the port. The Saint Oswald is managed by Rankin, Gilmour, and Co., and is of 3,310 tons, built in 1905, and valued at £38,000. She is bound from Buenos Aires for Lunenburg. The Bellagio, owned by B. H. Brothers and Co., is a steamer of 3,919 tons, built in 1890, and valued at £30,000. She was at anchor at the time, and is on a voyage from Rio de Janeiro. It is thought that part of the cargo will have to be discharged.

Austrian Government Shipping Lines.

The negotiations which were initiated some time ago by the Austrian Ministry of Commerce with the Austro-American and German steamship companies with a view to the drafting of fresh regulations for emigration from Austria have been brought to a successful conclusion. Several shipping companies are expected to adhere to the agreement that has been reached, so that the new combination will shortly include most of the foreign shipping companies which are allowed to do business in Austria.

TO LET.

TO LET—With immediate possession. Office—2nd Floor, of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

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By Order, "HONGKONG TELEGRAPH."

BIRTHS.

BARKER.—On April 25, 1914, at Swatow, to Mr. and Mrs. Sydney Barker, a son.

MARRIAGE.

WILKINSON-LAW.—On April 29, 1914, at H.B.M.'s Consulate-General, Shanghai, by Sir Everard Fraser, and at Union Church by the Rev. C.E. Darwent, Edward Shelton, second son of Edward Robert Wilkinson, Esq., of Chipstead, Surrey, England, to Minnie, third daughter of the late Alexander Law and Mrs. John Prentice, Shanghai.

DEATHS.

GOVE.—at St. Andrews, N. B. Canada, on April 24, 1914. Mrs. Charles M. Gove, mother of the late Frank Gove, of Shanghai.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情無非錄真皆事聞要訪探大正館言自宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 5, 1914.

A PRIVILEGE ABUSED.

More than ordinary interest attached to the visit, last week, of official representatives of the Tsinan and the Civil Governor of Kwangtung, to pay respects to His Excellency the Governor. In the first place, the occasion marked the first official visit from Canton since the recognition of the Chinese Republic by Great Britain; while another point of importance was that the utmost was made of the occasion to impress on the visitors Hongkong's great wish for an improvement in the trade conditions between the two ports. We may be sure, too, that consultations took place between the Hongkong authorities and the Canton officials, particularly in regard to criminal matters, inasmuch as Colonel Tang Lu-kwong, the Captain Superintendent of Police, was one of the two visitors.

It is on this latter point—the co-operation of the authorities in Canton and Hongkong in the suppression of crime—that we touch a question of consuming interest and importance. From the relatively close proximity of one place to the other, it is only to be expected that bad characters from Canton should seek shelter in Hongkong, especially since the degree of punishment, should they be caught, is far less severe here than under Chinese law. It is the duty, and the desire, of Hongkong, to assist in every possible way to secure the rendition of criminals who are obviously deserving of punishment, but from reports which have reached us of late, we have reasons for saying that the greatest care should be taken before extradition demands are complied with. We all want to see the transgressor receive his due, and the Colony cleared of the scour of Canton, but, while giving every facility in official of the adjacent Province to attain the ends, the authorities here should see that the privilege of carrying on investigations is not abused, and that peaceful, law-abiding citizens are not victimised and harassed in the process.

There are said to be in Hongkong just now some hundreds of so-called "informers" from Canton—men who will stop at nothing so long as they can get a few "cases." In some instances, we are informed, "squeeze" is extorted; in others, innocent people are enticed to Canton and there imprisoned because of some personal grudge or other; while in yet other instances, threats of murder are said to be issued to persons whose only crime is that they stand in somebody else's light. Failure to secure rendition in certain recent extradition cases is also said to have emboldened the "informers" to further victimisation in order to "save face." These are serious reports, especially since we are told that in several instances British subjects have suffered from the attentions of these over-zealous folk, on whose activities the Hongkong Government would be wise to keep a vigilant eye.

The National Anthem.

There was told here the other day the story of the Chinese schoolboy who described politics as the science which makes common sense of men. A local schoolmaster has just had another experience of a quaint reply to a question. He wanted the boys to tell him what was the National Anthem, but that beat them. He tried to get at it in another way. They had heard the band play when the performance was over. Now, could any of them tell him what was the National Anthem? But they could not. He reminded them of the schools sports, and immediately they became interested as he had intended. They remembered that His Excellency the Governor was present and that the band played at the conclusion of the sports. Could any of them tell him now? One bright youth shot out a hand. He knew what the National Anthem was. It was "Hip, hip, hooray and a cheer!"

Truck Nuisance.

We referred quite recently to the matter of traffic obstruction, and the need for a stricter regard being paid to the regulations supposed to be in force. There is one respect, however, in which the existing regulations might well be amended, and that is in regard to the manner in which trucks, drawn by means of long ropes, are permitted to hold up traffic in the main streets. This is a matter which has been commented on before, but no action has been taken to deal with what is one of the worst forms of obstruction which traffic suffers in Hongkong. Yesterday we saw one of these trucks heavily laden with long steel girders, which projected many yards from each end of the truck. Taking the whole length—that is from the extreme end of the rope to the end of the girders at the rear—the distance covered must have been fully thirty yards.

A Limit Needed.

Not only is it difficult to control trucks such as these, but when they are passing junctions where thoroughfares meet, any person or vehicle approaching at right angles has to wait for quite a lengthy period until the thing passes. The worst of it is that these trucks ply at all hours of the day, and are especially in evidence when the town is busiest—in the very heart of the city, too. More than that, the coolies in charge have an awkward habit of spreading themselves out fan-shape, thus occupying no inconsiderable portion of the roadway. It is high time this matter was taken in hand, and as a beginning the authorities might limit the length of the load permitted to be carried.

An Attractive Business Letter.

All kinds of letters reach a newspaper office, and the outside public would be surprised to learn how few men, relatively speaking, even when they are recognised as business men, know how to pen a letter that grips the receiver of it at once. Here and there one, however, is attractive, and one such came to hand yesterday all the way from Leipzig. The International Exhibition for Graphic Arts and Allied Trades is being held in Leipzig this summer and is intended to show the growth of the book and graphic industries since their birth and also to give a view of these industries at the present day. One machine manufacturer who is exhibiting some 60 machines is Mr. Karl Krause and Mr. Krause writes to inform us of the fact. He also remarks that if we should come to Leipzig he hopes that we shall pay his works a visit. He is prepared to show the visitor round his factory and give him any local information which may be useful to him. We have given the merest summary of the letter which is framed so attractively that any one who receives it and chances to be in Leipzig after could not possibly refrain from calling on Mr. Krause. As a specimen of a splendid business letter his is the best we have seen for a long time.

The Dogfinders.

A further seven dogs, found straying in the streets, were yesterday sent to the Dogs' Home at Causeway Bay.

DAY BY DAY.

THAT YOU HAVE BEEN DEPRIVED OF ONE PLEASURE IS NO VERY GOOD REASON FOR REJECTION OF THE REST.—Johnson.

The Weather.

Lower level 8 a.m. Temp 72; sunshine.
At the Peak 8 a.m. Temp 63; sunshine.

The Mails.

Siberian Mail.—Closed per s.s. Tamba Maru at 10 a.m. to day.
French Mail.—Closed per s.s. Paul Lecat at 11 a.m. to-day.
Canadian and Siberian Mail.—Arrived per s.s. Empress of Russia—this morning.
English Mail.—per s.s. India due to-morrow at 6 a.m.
Siberian Mail.—Closes per s.s. Gregory Apsara to-morrow at 6 p.m.

Torpedo Boat Exercises.
Torpedo boats O36 and O38 went out for mine-sweeping exercises this morning.

Arrived to-day.

Dawager Lady Chetwode arrived by the Empress of Russia to-day and is staying at the Hongkong Hotel.

Hippodrome Circus.

The Hippodrome circus is to arrive early on Thursday. Booking is at Robinson's and the box plan will be opened to-morrow.

Arrived from Kobe.

Mr. H. H. Lampmann of the Vacuum Oil Company is staying at the Hongkong Hotel. He has come from Kobe with Mrs. Lampmann.

Chartered Bank Agency.

The Directors of the Chartered Bank of India, Australia and China have decided to open a sub-agency of the Bank at Haiphong.

General Kelly Returns.

H. E. Major-General Kelly with Major McHardy and Capt. Edye, returned to the Colony by the s.s. Empress of Russia. His Excellency inspected the Volunteers at Shanghai.

Haul of Clothing.

Mrs. Warren, of No. 4 Fairview, reports that between the 2nd and 4th inst. some person stole from her verandah a lady's makintosh, a dressing gown and two suits of clothes, to a total value of \$28.

Train alterations.

The public is reminded that commencing to-morrow and until further notice certain alterations will take place in the present through train service between Kowloon and Canton and vice versa.

Amah Under Suspicion.

Ho Kwai-ying of 9 Wo On Lane reports that some time between 4 p.m. on the 2nd inst. and 4 p.m. on the 4th, jewellery to the value of \$17 was stolen from his room. He suspects an amah.

Petty Larcenies at Kowloon.

A Chinese of 47, Haiphong Road, Kowloon, states that, between 9 a.m. and 6 p.m. yesterday, a padlock was wrenched off his door and a box, containing clothing, a clock and an umbrella, valued at \$56, were stolen from his room.

Abducting Shroff.

Leung Luk-chan, an accountant, of 52 Queen's Road West, has reported to the Police that at 9.30 a.m. yesterday, a shroff, belonging to his shop, cashed a cheque for \$1,500 on the Banque de l'Indo-Chine and absconded with the proceeds.

Jump from Second Floor.

Yesterday, a Chinese, named Wong Wui-kan, 63 years of age, was sent to the Government Civil Hospital, suffering from injuries received by jumping from a second floor window at 159 Des Voeux Road Central into the street. He is apparently of unsound mind.

Lawn Tennis.

This evening the semi-final in the Professional Pairs of the Hongkong C.C. Lawn Tennis Tournament will be played off between Nibbel and Phelps, and Collins and Monteith. The final will be played to-morrow, the winners of the foregoing match to meet Hancock and Stewart.

Big Manila Fire.

A fire which is estimated to have destroyed in all about 40 houses practically all of them of wooden construction, and rendered some 200 people homeless, doing damage in the loss of property to the extent of probably Pesos 18,500, occurred at the corner of Calle Laveriza and San Andres, Manila, (Manila) on April 30, and eventually burned itself out.

THE TAI ON PIRACY.

OFFICIAL INQUIRY INTO THE CIRCUMSTANCES.

CAPTAIN WETHERALL'S GRAPHIC STORY OF THE AFFAIR.

This morning the official inquiry into the circumstances attending "the casualty to the British s.s. Tai On," to quote the words of the warrant forming the Court, was commenced at the Harbour Office. The court which was composed of Commander Basil Taylor R.N. president, Lt. T. D. Sharp, R.N., H.M.S. Tamar, Mr. E. T. Wheeler, master of the s.s. Kam Sang, J. W. Evans, master of the s.s. Hai Man, and J. Robinson master of the s.s. Sangkiang, is expected to take the whole of to-day and continue to-morrow sifting the evidence of fifteen witnesses. These are:—Capt. Wetherall, of the Tai On, whose request the enquiry is being held, J. W. McCartney, Chief Engineer, s.s. Tai On, Wong Chin, Wong Him, 3rd engineer, s.s. Tai On; U. Su Sang, commodore s.s. Tai On; Wong Kan, quartermaster; Li Yee Sap, pilot, Mr. John Jones, master of the s.s. Lintan, Mr. Thomas Crispin, master of the s.s. Hoi Sang; Mr. J. P. Summerville, master of the s.s. Shan Lee; Mr. A. Weatherhead of the s.s. Shui On; U. Fat Cheong a trader, Lau On, a coolie; Antonio Diaz and Inspector Gordon.

The first witness called was the master of the ill-fated Tai On. Capt. Wetherall said he left his wharf at 7 p.m. on April 27.

The President:—Bound for Wongmoon?—Kwongmoon.

Were there other ships which left at the same time?—Yes; the On Lee. She left after me and came astern down the central fairway.

Was the Lintan due to leave at the same time?—I believe so.

Did you see her?—No.

Did the On Lee?—I cannot say, but I have been told she passed me at Capehorn Light.

Did you see any more of the On Lee?—No.

Then you went along and everything went well until when?—I turned in before then.

When?—About 10 p.m.

Yells and Shouts.

What is the next thing that happened?—I had a few smokes but could not sleep. I never can sleep on that watch—and then I heard yells, shouts, and revolver shots.

Coming from where?—From both sides.

On your boat deck?—Yes.

Any down below?—I can't say that.

Then what did you do?—I got up and turned the light on.

A plan of the ship was produced showing the captain's quarters.

You were fully dressed?—No, in singlet and gown.

The gun was a?—Ten bore shot gun.

Loaded?—It is always kept loaded.

Loaded with what?—S.G.

Your door is on the aft deck?—There are two doors. I went to the starboard side when a man met me. He went back and I went to the port side.

A Pirate.

The man who met you; what was he?—A pirate.

Armed?—I had not time to see if he was armed.

Then you went to the port side and what did you see?—A man attacking the Chief Engineer.

Armed?—I could not see. It was dark; I don't know whether it was before or afterwards that the engineer shouted he was shot. Anyhow I gave the man one barrel.

In his head?—No; in his chest.

You fired at the man, and killed him?—He went over backwards; he was killed. I went to the starboard side and saw another man; I don't know whether he was coming up or going down but I gave him the other barrel.

The man dropped on the vessel?—On the fore-castle.

Your gun was then empty?—Yes. I told the engineer to go into my room and passed him my gun to load up again. There were four spare cartridges on the locker.

Were you firing from your cabin?—No. I went into the cabin, got two revolvers, and shot two or three times with those.

Were the pirates behind the grills?—Behind the after grille shouting and yelling.

Swarming with Pirates.

Were there many of them?—The place swarmed with them. There seemed to be a lot?—Yes.

You fired a few shots at them?—Yes. I must have gone into the wheel house and got another one.

What do you mean "must have"?—I don't remember it. I don't remember it.

You were using revolvers then?—When the gun was loaded, I got in two more shots, one forward and the other to the starboard side.

How long did this firing go on?—Perhaps two or three minutes.

And they went off; how about the people behind?—They were there all the time.

Then how did you escape?—I was behind the shields?—No.

Then what happened?—I lunged out to the mate. I saw there were no more on the bridge, and I told the mate to guard the bridge and see that no more came up.

Where were your watchmen?—In the meantime I had the grills closed.

That was the foremost grille; the after grille was already shut?—Locked.

The watchmen, where were they?—There was one on each side between the foremost grille and the shield?—Yes.

What were they doing?—Firing aft.

What were they using?—Each one had a .38 calibre revolver and a Winchester.

The chief engineer was where?—In my room.

Was he badly hurt?—No; he was complaining.

Witness said:—I gave him the keys of the rocket locker, and when I got them I let one off.

Rockets.

How long after the attack commenced did you send off these?—About five minutes.

As soon as you had repelled the attack?—Yes.

Then you started firing rockets?—I fired one and then had another two or three shots aft. These men were firing all the time. Then I went and got another one but I found the brass tube burst and I was hit in the chest.

You kept on fighting and sending off rockets?—As best I could.

Were your engines going all this time?—I can't say.

You had not stopped the engines?—The engine room had rung up.

You can't say what time the engines stopped?—No sir. I rung one engine full ahead and put the helm a-port for I had rung the engines two or three times. I could get no reply. Then I found the steering gear was out of order.

By this time were they still firing?—Yes; from aft.

How long afterwards?—Before they started the fire.

How long would that be from the time they commenced?—About twenty minutes.

After they had been firing for twenty minutes the fire slackened?—The fire slackened up.

And then after the firing ceased?—They had stopped the electric light.

They stopped the dynamo while they were firing?—While they were firing.

Set Fire to the Ship.

And about five minutes after the firing ceased they set fire to the ship?—Yes. The chief engineer had a blue light out on the bridge after he had lit the lamp in my room.

Then you brought the ammunition out and laid it on the

bridge?—Yes, some of it.

How did you first become aware of the fire?—Seeing the flames coming through a skylight just before the funnel.

Then by that time the firing had all ceased?—Yes.

There was still noise going on?—Yes, shouting.

The flames spread?—Well, the flames did not come right away, you could see the glare in three places.

They seemed to have lit her in more than one place?—Yes.

Then the fire spread?—I unlocked the grills to let the mate and Chief engineer get their life belts.

Did they get them?—The Chief engineer got his.

Did the mate?—No.

Why not?—I don't know, there was one in his room.

Witness said they threw the wooden covers of the boats overboard to give people something to cling to. They got them off with an axe which they used to cut the lashings.

Why were you throwing them overboard?—It was swarming with people in the water.

They had commenced to jump overboard?—They started some time before.

Saw No Junk.

Did you see any junks or sampans about?—No; none at all.

Had you received any reply to your signals of distress?—None whatever. While I was signalling I saw the stern lights of a steamer.

Was the ship on fire then?—No.

Was there firing from aft?—Yes; every chance I got I sent up rockets.

How far off was the steamer then?—About a couple of miles on the port hand.

Then she must have been on the mad?—No sir.

If she was on your port hand she was close in shore?—No, sir.

You think it was a ship bound for Macao?—It must have been.

Witness continued that he tried to get one of the rafts over the side but the flames were too strong.

The flames drove you forward?—We remained forward for a minute and then went below.

Over the fore part of the bridge?—Yes.

By that time was your cabin on fire?—Yes. At that time I found more crew forward. They were on the fore-castle.

Any passengers?—Oh yes; passengers and crew.

The flames were so beaten forward I suppose I dropped the starboard anchor and she swung head to wind.

You could not remain there very much longer?—It gave us half an hour quite when she came round to the wind.

There was quite a breeze then, wasn't there?—Moderate.

All had to Jump.

Finally you all had to jump?—Yes sir, I suppose after the anchor was down about half hour.

There were three ships prepared to pick you up; had any of them arrived?—We were so confused, we were talking about the Lintan passing.

That was after you left the bridge?—No, a long time before.

You did not see the Lintan; who did?—The chief engineer and the mate; I may have seen her myself but I can't remember. She did not come to you, to you your knowledge, and communicate with you?—No, sir.

Finally you had to jump for it and you were picked up?—By a boat of the Wo Kwai, a Chinese boat.

Before you jumped did you see any boats?—Yes, before we went on the lower deck.

How many; do you remember?—Three.

About how far off would you say the nearest one was?—About half to three quarters of a mile.

You did not remain on board the Wo Kwai?—I went on board the Wo Kwai and asked the master to put me on board a Hongkong steamer.

Which one was that?—The Hoi-sang.

What was the last you saw of the mate?—Before we got on the guard he was frightened of the rockets going off and he said "I'm off and jumped."

He had no life belt?—No.

What had he got?—Aber's coat.

He was fully dressed?—Yes.

(Continued on Page 5)

THE TAI ON PIRACY.

(Continued from Page 4)

Last of the Mate.
And that was the last you saw of him?—Yes.
How long after he jumped did you go?—Was he the first to go?—Yes.

Who was the last to go?—I was.

How long after did you go?—About two or three minutes after; the engineer went first and I followed. We went down from the guard.

Was that where Evans went from?—No; he went from the fore-castle head.

He jumped clear; he did not strike anything?—No, sir.

Could you say whether he kicked his shoes off before he went?—I could not say. I don't know if he had them on.

When you jumped how far were the flames from you?—They were coming up the fore-castle scuttles.

She was alight right up to the bows?—Yes the deck was opening and blisters were raised on the paint.

Did any of the pirates get between the two grilles?—No, sir.

In answer to Capt Evans witness said that the grilles were locked by means of a pair of handcuffs out in two; because they could easily be snapped to. The key hung in his room.

Referring again to the On Lee witness said he did not see her after leaving the harbour. She always got to Wangmoon about fifteen minutes ahead of him.

Albert L Prince, chief engineer of the Hoi-sang, who has been transferred to the Sui Tai, said that he was on deck after leaving Wangmoon on the night in question.

Did you see any rockets going up?—Yes, from the Tai On, just when we arrived.

When you arrived where?—Where the Tai On was.

Was she on fire then?—Yes, forward and aft.

When you first saw her?—Yes, heard no firing.

Did you hear any firing going on?—No, sir.

You went up close to her?—We went as close as we could.

How far?—It is difficult to say. It was dark; we went closer in than the other two boats.

Where the other boats were before you?—Yes, the Shun Lee and Shui On.

Could you see whether the Tai On was at anchor?—No, she appeared to be moving, if anything.

Were your boats lowered?—Yes.

Did you assist in getting the boats out?—Yes.

Was there any difficulty in getting crews to man the boats?—I understand the captain to say that there was some difficulty with the pilot.

Was there any difficulty in getting crews to man the boats and get them out?—Not that I heard of.

Did you hear of any difficulty between the master and pilot about going close to the Tai On?—No.

Were there any junks and sampans about?—In the distance there were some.

Were they near enough to pick up people in the water?—Some of them might have been able to.

Were any of the lights of the native craft between you and the Tai On?—Yes. You could have seen the lights flicker.

They couldn't have been bits of burning wreckage?—I should not have thought so.

Inspector Gordon said that Capt. Wetherell threw lights overboard to float in the water, and witness might have mistaken these for sampan lights. There were also fish stakes in the vicinity and they also carried lights.

WATCHMAN MURDERED.

Two Indian Constables Detained.

We understand that two Indian constables are detained by the Police under suspicion of being connected with the murder of the Indian watchman at the Government Civil Hospital, which was reported in our columns yesterday. Both the men had been on duty at the Hospital.

SPECIAL CABLES.

POLITICAL OFFENDERS.

AMNESTY GRANTED TO ALL EXCEPT LEADERS.

(From Our Own Correspondent).

Shanghai, Received May 5.

A mandate has been issued which grants an amnesty to all political offenders except the leaders.

(Special Pacific Service to the Telegraph.—Reuter.)

LIANG SHI-YI.

APPOINTED DIRECTOR-GENERAL OF CUSTOMS.

Peking, Received May 5.

Liang Shi-yi has been appointed Director-General of Customs as Hsu Shi-chang's appointment as Secretary of State carries duties which are practically identical with those of Chief Secretary in the President's Office.

CHINESE IN MEXICO.

THE QUESTION OF PROTECTION.

Peking, Received May 5.

A meeting was held in the President's office to discuss the question of asking Britain or France to protect Chinese residents in Mexico.

CANCELLING A HOLIDAY.

A NATIONAL COUNCIL DISCUSSION.

Peking, Received May 5.

The National Council has discussed the cancellation of October 11 as a national holiday.

SIR PAUL CHATER SUED.

Prospecting in the New Territory.

In the Supreme Court, this morning Mr. Justice Gompertz (Acting Chief Justice) resumed the hearing of a claim by George Lazius, a mining engineer of Dutch nationality from Sir Catchick Paul Chater O.M.G., for \$45,000 and 1584 fully paid up shares of \$100 each in the Hongkong Iron Mining Company Limited; or, in the alternative, \$15,050, remuneration for professional services rendered.

Mr. Alabaster and Mr. Eldon Potter, instructed by Mr. Willson of Messrs. Stephens and Willson, appeared for the plaintiff and Mr. Sharp K.C., instructed by Mr. Looker of Messrs. Deacon, Looker, Deacon and Norton, appeared for the defendant.

The statement of claim was to the effect that by an agreement in writing dated July 22, 1905, the defendant and Sir Hormu-jir Nowrojee Mody, since deceased, jointly contracted with the plaintiff and Archibald Campbell McMillan, since deceased, that in consideration of the plaintiff and McMillan prospecting for minerals in the New Territories and adjacent British Islands, the former would pay to the latter proper and reasonable remuneration.

From July 1905 to April 1908 with the exception of a period of three months the plaintiff rendered his services. It was stated by plaintiff that \$45,000 was a proper and reasonable remuneration for such professional services. Under an Agreement dated October 10, 1906, defendant received from the Hongkong Iron Mining Company Limited for and on behalf of the plaintiff 9004 fully paid up shares of \$100 each in the said company. The plaintiff had received from the defendant only 750 of the said shares and there was a balance of 1584 fully paid up shares due to him.

Mr. Sharp addressed the Court and said he would quote authorities on issues which were not absolutely wedded to the issue. He was prepared to lay any in li-

fication. He thought they were subject to any verbal modification covering the ground. He had put the issues forward, although he did not strenuously argue them as covering the ground. Mr. Alabaster had pointed out that there was a word missed out of the heading "mixed fact and law" raised in the pleadings. The issues were four in number and His Lordship would see why that particular language was selected in the course of his argument. The first was on the true construction of the written agreement dated July 22, 1905. He would read the issues verbatim. Upon the first issue, which was perhaps the most important of them, the question of the true construction of the written agreement of 1905 in which it was alleged that Messrs. Chater and Mody contracted to pay remuneration, their answer, of course, was emphatically, no. There was in the agreement no provision for the payment of remuneration. Chater and Mody had undertaken to pay, and as he would show, having come to that aspect of the case, it meant pay in the first instance unless there were profits. That was not the aspect of the case he directed his Lordship's attention to at the moment but that, he would say, was the construction of the agreement. That was perfectly clearly law. They undertook to pay in the first instance notwithstanding, unless there were profits for division, such expenses for prospecting—and those were the words—as they thought proper and reasonable. Had Messrs. Chater and Mody failed as regards their liability, which was extremely unlikely, plaintiff and McMillan would be liable for the loss. The words "such expenses for prospecting as they thought reasonable" were the only words upon which the argument was occurring. Now they had to examine the word "expenses," and he put it to His Lordship that expenses meant out of pocket expenses, disbursements, not remuneration for services. It meant the word disbursements—he would have to use the word partnership—such expenses and disbursements as those four partners should make for the purpose, of course, of the partnership; such out of pocket ex-

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penses—out of pocket expenses, not remuneration for themselves. Counsel then went on to quote from Stroud dealing with expenses. He referred his Lordship to the case of the Queen against Hall, 22 Law Journal more for the case than the language of the another—allowances for disbursements, not expenses. Lord Campbell's judgment was exceedingly short.

Town clerks were directed to do certain work, what the work was it did not matter, and the act provided for the expenses incurred by the town clerks to be paid. The Court held that the word expenses was confined to "out of pocket expenses" and did not include any remuneration for time or labour or services. Counsel supposed the clerk claimed for remuneration, and Lord Campbell said the bill sent in contained other items such as charges for loss of time and for labour; how could those, he said, be expenses. He thought the word expenses must be confined to monies actually expended.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C.P.R. s.s. EMPRESS OF INDIA left Vancouver on the 30th April.

The C.P.R. s.s. EMPRESS OF JAPAN left Shanghai on the 3rd inst. at 4 p.m. and is due to arrive at Nagasaki on the 5th inst. at 5th inst. at 6 a.m.

The I.G.M. s.s. PRINCESS ALICE which left here on the 28th Apr. at 3 p.m. arrived at Singapore on the 5th inst. at 8 a.m.

The L.C.S.N. s.s. FANSANG from Saigon is due at Hong Kong on the 6th May.

The L.C.S.N. s.s. MAUSANG from Saigon is due at Hong Kong on the 6th May.

The S.L. s.s. DENBIGHSHIRE passed the Canal on the 14th inst. and is due at Hong Kong on the 16th May.

The S.L. s.s. CARDIGANSHIRE from Seattle is due at Hong Kong on the 14th May.

The S.L. s.s. CARNARVONSHIRE from London is due at Hong Kong on the 15th inst.

To-day's Advertisement

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For Further Particulars, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th May, 1914. [555]

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HELGOLAND,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of May, at 9.30 a.m.

All claims must reach us before the 16th of May, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 4th May, 1914. [552]

ST. JOSEPH'S COLLEGE ASSOCIATION.

ALL Past Pupils of the Association and others interested in education are invited to a meeting which will be held at the College, on Wednesday, 6th May, 1914, at 6.30 p.m.; when a resolution will be submitted expressing sympathy with the Christian Brothers on the death of Bro. Peter.

By Order, J. P. BRAGA, Hon. Secretary.

Hongkong, 4th May, 1914. [553]

NOTICE.

NOTICE is hereby given that A. B. THE SWEDISH TRADING COMPANY IN CHINA, (LTD.) have been appointed Agents for The Far East Oxygen & Acetylene Co. Ltd., as from the 1st of May, 1914. For particulars concerning welding, sale of gas or apparatus for welding purposes or any kind of repair please apply to the said firm.—Address Queen's Building, Top floor, Telephone No. 1033.

THE FAR EAST OXYGEN & ACETYLENE Co. Ltd., Managing Director.

J. DE LA POMMERAYE, Managing Director.

Hongkong, 1st May, 1914. [554]

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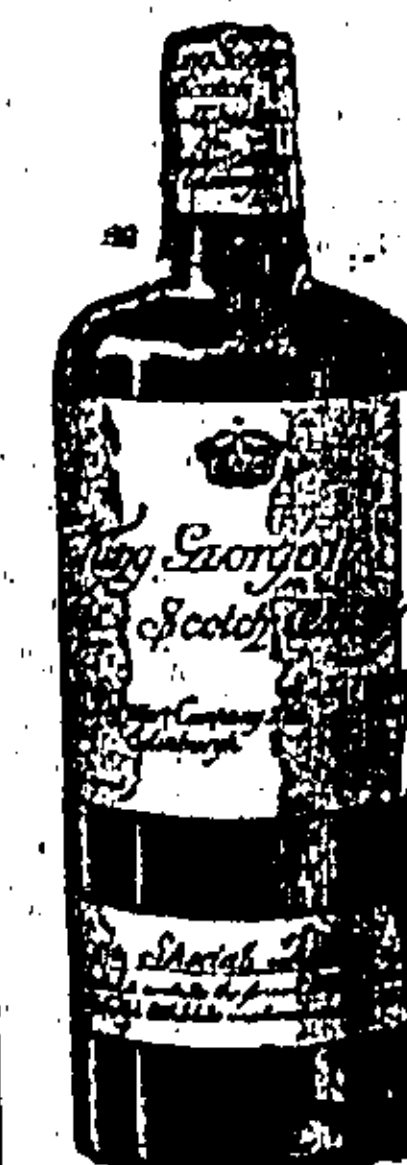
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S.S. "Mutra," 4,644 tons, Capt. Holman, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA, on 8th May.

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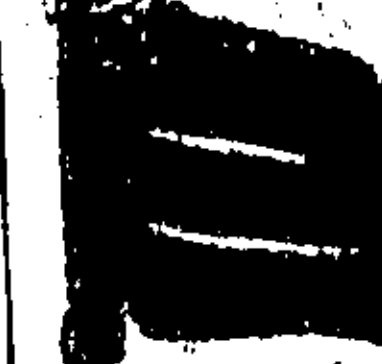
For S'hai, Kobe & Yokohama	Segovia	28th May
" " " "	Andalusia	28th May
" " " "	Silesia	18th June
" " " "	Spezia	28th June
" " " "	Senegambia	17th July
" " " "	Scandia	27th July
For Victoria, V'vor, S'haile & Pland	Saxonia	17th May
" " " "	Suevia	10th June
" " " "	Alesia	12th July
" " " "	Bayern	7th Aug.
For H're R'dam, B'men, H'burg	Arabia	14th May
For Havre, Antwerp & H'burg	Uckermark	15th May
For Havre, Emden, & Hamburg	Brigavia	24th May
For M'les, R'dam, H'burg, A'werp	Almark	28th May
For M'les, H're, B'men & H'burg	Brasilis	6th June
For Havre & Hamburg	Furst Bulow	5th June
For R'dam, Hamburg & A'werp	Wuerttemberg	19th June
For Marseilles & Hamburg	Sudmark	23rd June
For Havre Emden & H'burg	Segovia	4th July
For R'dam, H'burg & A'werp	Goldenfels	13th July

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VICTORIA, B.C., and SEATTLE, Shanghai, via Moji, Kobe, Yokohama, and Yokohama	Tamba Maru Capt. Teranaka T. 12,500 Aki Maru Capt. Noma T. 12,500	TUESDAY, 5th May, at 4 p.m. TUESDAY, 19th May, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane	Nikko Maru Capt. Takeda T. 9,600	WEDNES., 6th May.
CALCUTTA, via S'pore, Penang & Rangoon	Jinsen Maru Capt. Terada T. 5,000	THURSDAY, 7th May.
BOMBAY via Singapore and Colombo	Hitachi Maru Capt. Sato T. 12,500	THURS., 7th May, at 11 a.m.
KOBE & Yokohama	Kumano Maru Capt. Soyeda T. 9,300	TUES., 5th May, at 5 p.m.
NAGASAKI, Kobe & Yokohama	Bombay Maru Capt. T. 5,000	WEDNESDAY, 6th May.
MOJI & Kobe	Hakata Maru Capt. Nomura T. 12,500	MONDAY, 11th May.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHOI & HAIPHONG	Sungkiang	6th May at 10 a.m.
SHANGHAI	Luchow	7th May at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	8th May at night
WEIHAIWEI & TIENSIN	Kueichow	12th May at noon
MANILA, CEBU & ILOILO	Taming	12th May at 4 p.m.
SHANGHAI	Anhui	14th May at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Tea."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui" "Chenan," "Shaoching," and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36
Hongkong 5th May, 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kakhiani, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capl. D. A. LUKHMANOFF, Agent,

Hotel Mandelstam, 3rd Floor,
Hongkong, May 4, 1914.

Tel. No. 124.

Shipping

HONGKONG
PHILIPPINES.
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 12th May, 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	FRI., 22nd May, 4 p.m.

Electric light Fans in every cabin; competent stewardses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 4th May, 1914.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tikiini	JAVA	1st half May	JAPAN	1st half May
Tiliwong	SHAI	1st half May	JAVA	1st half May
Tijpanas	JAVA	1st half May	SHAI	2nd half May
Tijaroem	JAPAN	2nd half May	JAVA	2nd half May
Tijmah	JAVA	2nd half May	JAPAN	2nd half May
Tijbodas	JAVA	2nd half May	JAVA	1st half June
Tijmanoe	JAVA	1st half June	SHAI	1st half June
Tijlatap	JAVA	1st half June	JAPAN	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 19th May.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 18 knots	Tues., 23rd "
Shinyo Maru	24,000 - 21 knots	Tues., 14th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " " " " " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Those by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage, & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN

STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

SURVEY TO MO-FICTION

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
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Empire	2nd May.	29th May, 10 a.m.
St. Albans	23rd May.	19th June.
Eastern	13th June.	10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOL SWATOW, (MAY) AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Halckling W. C. Pasmore. TUESDAY, 5th May at 11 a.m.

Hailan A. H. Stewart. FRIDAY, 8th May at 11 a.m.

Haiyang A. E. Hodgins. TUESDAY, 12th May at 11 a.m.

FOR SWATOW.

Haimun J. W. Evans. WED., 6th May at 11 a.m.

Haimun J. W. Evans. SUNDAY, 10th May at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laiprak & Co.

General Managers.

LOG BOOK

Stranded on the Goodwins.
A stranding on the Goodwin Sands has necessitated the return of the Dutch tank steamer Mijdroecht to Rotterdam while on a voyage to the Black Sea. The Mijdroecht, of 3,470 tons, ran aground on the northern part of the sands, and after remaining there for five and a half hours refloated, apparently uninjured, with the assistance of the tugs Guiana and Aid.

China Coast Gazette.
Captain D. D. Ross, of the Kiangkwan, has gone master, Hainchong. Captain G. Newbury, of the Hainchong, is on leave.

Mr. C. B. Conley, awaiting orders, has gone master, Kiangkwan.

Mr. J. O. Perren, from leave, has gone acting chief officer, Kianghsin.

Mr. J. M. Miller, chief officer, Kwanglee, has gone master, Kiangtung. Captain A. Malcolm, of the Kiangtung, is on leave.

Mr. F. B. S. Lawlor, chief officer, Kianghsin, has gone chief officer, Kwanglee.

Mr. W. O. Morrison, chief engineer, Kiangping, is deceased.

Mr. B. A. Thomson, chief officer, Kweilin, is on leave. Mr. J. F. Hill, from reserve, has gone chief officer, Kweilin.

Mr. J. Agnew, supernumerary, Hain Peking, has gone supernumerary third engineer, Luohow.

Mr. J. Mathews, supernumerary, Hain Peking, has gone acting third engineer, Luohow.

Mr. O. J. Pirie, chief engineer, Ichang, has gone chief engineer, Wenchow. Mr. J. Johnston, from leave, has gone chief engineer, Ichang.

Mr. K. Logan, acting chief engineer, Wenchow, has gone second engineer, Hain Peking.

Mr. J. McArthur, acting third engineer, Wenchow, is awaiting orders.

Mr. D. Bine, supernumerary, Hain Peking, has gone acting third engineer, Yingchow.

Mr. J. C. Saunders, acting third engineer, Yingchow, has gone third engineer, Wenchow.

Mr. T. Murray, from leave, has gone chief engineer, Hain Peking.

Mr. H. W. Thomson, acting chief engineer, Hain Peking, has gone second engineer, same ship.

Mr. C. W. Watson, from leave, has gone third engineer, Hain Peking.

Mr. A. Thomson, supernumerary, Hain Peking, has gone acting second engineer, Liangchow.

Mr. J. G. Campbell, acting second engineer, Liangchow, has gone third engineer, same ship.

Mr. J. Perry, acting third engineer, Liangchow, has gone supernumerary, same ship.

Mr. A. Mackenzie, acting third engineer, Luohow, has gone third engineer, Hohow. Mr. J. Y. Watt, third engineer, Hohow, has gone supernumerary, Liangchow.

Mr. O. S. Gibbs, third engineer, Yooesang, is awaiting orders.

Mr. W. L. Chapman, supernumerary, Maungang, has gone second officer, same ship. Mr. R. Herbert, second officer, Maungang, is on leave.

Mr. J. S. Tysen has been appointed, supernumerary third engineer, Koonshing.

Mr. A. McC. Hood, second engineer, Wingang, has gone 2

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, MAY 5, 1914.

TELEGRAMS.

(The following telegrams arrived too late for insertion on Page 1.)

THE BUDGET.

PARTY COMMENTS.

(Reuter's Service to "The Telegraph.")

London, Received May 3.

The comments on the Budget follow party lines.

The Liberals describe the proposals as epoch-making as the 1909 Budget, dwelling on the principle that the rich man must pay.

The Unionists accuse the Chancellor of vote-catching and reckless finance.

DANISH ROYAL VISIT.

SUSPENSION OF COURT MOURNING.

London, Received May 5.

Court mourning for the late Duke of Argyll will be suspended from May 9 to May 13, on the occasion of the official visit of the King and Queen of Denmark.

AUSTRALIAN OUTRAGE.

MISSION ATTACKED.

London, Received May 5.

Reuter's correspondent at Perth, West Australia, states that investigation shows the Drysdale River Mission, referred to in a message of April 4, was attacked, but there was no loss of life.

[The telegram of April 4, stated—In is reported that a gang of blacks have destroyed the Drysdale River Mission, and murdered two Fathers, six lay brethren, and a number of half-castes. The police are investigating the outrage.]

BANDMANN OPERA COMPANY.

Miss Doris Mayor-Cooke Scores a Big Success.

The performance of "The Marriage Market" by the Bandmann Opera Company last night was noteworthy for the first appearance in a character part, of the latest acquisition of the Company, Miss Doris Mayor-Cooke. She had the leading lady's role—that of Marietta Gilroy—and it may be said that she shone brilliantly in the part. Her acting was all that could be wished, and she showed an admirable restraint all through, never falling into the temptation of over-doing the part. Her singing was even better still, and both in solo work and in duets with Mr. Alec Worcester, who again appeared in the character of Slippery Jack, she was superb. The feature of the play, indeed, was the happy manner in which these two combined, and the audience recalled them again and again. The addition of Miss Mayor-Cooke has immensely strengthened the Company.

The play all through went with a delightful swing, each and every member of the cast contributing his or her best to the success of the performance. It was splendidly put on; the music was well done, and everybody present thoroughly enjoyed the play. Special mention may be made of Miss Ethel Beech, who as Kitty Kent gave one of the best pieces of work in which she has yet been seen in Hongkong. Miss Louisa, too, as the gay little midwife, scored a big success, while Miss Addie Lennard was as smart and clever as ever. Other members who showed up well were Mr. Fred Coyne, Mr. Jimmy Hopper, Mr. Bobby Roberts and Mr. Walter Elagert. To-night the Company stages "The Balkan Princess."

THE TAI ON PIRACY.

Mr. McCartney's Statement.

(Continued from Page 5.)

Mr. J. McCartney, chief engineer on the Tai On, was next called. He was sitting in front of the foremost grille when the trouble commenced. The first warning he had was a rush from starboard side and yelling and shooting. As he rose from his chair a man rushed to the centre of the bridge and fired at him. The mate was on the starboard side. Witness was hit in the right hip. When witness was shot he fell and his assailant tumbled over the top of him in the dark. As he got up the man held him by the wrist. They both retreated to near the wheel house and the pirate threatened witness with a revolver at his head. While this was going on other men endeavoured to climb on to the bridge.

The captain then came out put his sporting gun past the witness face to the chest of the man who was holding him.

And killed him?—Killed him; he fell.

Were you badly hurt?—Bad at the time. I told the captain not to shoot again as I was the chief engineer.

Are you better now?—Yes I am a bit stiff. The Captain took him into his cabin where he lay on the floor. He was unable to stand and he kept loading guns and revolvers all the time.

How long did you remain in the cabin?—I could not say, but when the lights went out I took the cartridges out and placed them on the rocket box. I had to feel for the various sizes.

Then you went on loading?—Yes.

The Ship that Passed.

Did you see any ship pass the Tai On?—Yes.

When?—After we started the blue light.

Was there still firing?—The pirates were firing.

And the master and mate were firing?—Yes and when there was a lull in the fire the master fired rockets.

You say a ship passed up; about how far was she from you?

I have not much idea. She could not be very far away because you have to pass up the channel.

What did you actually see of the ship?—I saw the passengers and crew of the ship leaning over the rails looking at us.

You saw all her lights?—Yes.

And on which side of you did she pass?—The starboard side.

The captain and I were on the starboard side and the mate was on the port side.

Firing was still going on at the time?—Firing was going on below at the time.

But the ship had not caught fire?—Just immediately after the ship passed we were caught on fire.

Could you tell what ship it was?—The captain asked which ship it was.

You recognised her?—Yes.

You recognised her as what?—I knew her at once.

Recognised her to be what ship?—The Lintan.

Took No Notice.

Did she hail you in any way?—She took no notice.

Did not stop but went straight on?—Yes.

Do you think the Lintan was sufficiently close to hear the shots?—Yes and the rockets were bursting right above her.

Did you see anything of the On Lee?—We saw her all the way up.

How far away?—About 15 minutes from Wangmoon.

Was she in sight when you began to fire rockets?—Yes.

Where did she pass you?—By Wangmoon light before we got to Capasimun Pass.

Do you think the On Lee was near enough to have heard the firing?—Not to have heard the firing; but she might have seen the rockets.

SPECIAL CABLES.

(Special Pacific Service to the Telegraph—Reuter.)

"WHITE WOLF."

HIS LATEST MOVE.

Peking, Received May 5. "White Wolf" and his followers are nearing Ping-liang, where there are only 1,500 troops. The majority of General Maan Liang's troops are at present at Feng Siang-fu.

JAPANESE ROYAL FUNERAL.

Tokyo, Received May 5. A special session of the Diet will be held for the passing of the Empress Dowager's funeral appropriation on the 5th inst., after which the House will adjourn.

JAPANESE NAVAL SCANDALS.

CHARGES AGAINST ADMIRAL FUJII.

Tokyo, Received May 5. The Navy Department gives out the gist of charges against Admiral Fujii in connection with the naval scandals.

The charges state that Admiral Fujii received 352,700 Yen between January 1911 and September 1912 from Messrs. Vickers, Yarrow and others.

TROUBLE IN YUNNAN.

MILITARY PACIFICATOR ASSASSINATED.

Yunnan-fu, Received May 5. A discharged military official assassinated General Hsiao Jun-yi, Pacificator to Western Yunnan, who recently returned from Talifu and was proceeding to Peking on official business.

The people are much disturbed.

Did the turn back?—Who, the On Lee? No.

The doors of the grille were unlocked to let you and the mate get your life belts?—Yes. The mate said "I have no life belt."

I said "Yes, you have in your room." I told him it was in the wardrobe and we both went to get it but were driven out by the smoke.

You got yours?—Yes.

Could Evans swim?—Yes.

Did he jump clear?—Yes.

After the adjournment Capt. Wetherell, recalled, gave the number of the crew as 38, 10 cargo coolies and unknown number of cargo brokers.

The Tai On's comrade U. Sui-sang, said the first intimation of trouble that he had was the second class passengers. The pirates entered the comrade's office and ransacked it.

He could not tell the number of men but he would estimate five or six were on the job. He would not recognise them again because he could not very well see their faces. They were Chinese dressed in dark clothing and looked much the same as the other passengers. They were ordinary middle class people except that they looked very fierce and wild.

You told Mr. Sayer that these people threatened to burn the ship, why did they want to burn the ship?—The passengers asked the pirates not to burn the ship.

Did they say why they were going to burn the ship?—I don't know.

You know what they said?—They told the passengers to ask the captain to be allowed to do as they liked with the ship and then they would not burn it.

Do you know why they were going to burn the ship?—They would not be able to get away themselves; that would be a silly thing to do?—I don't know.

What do you think?—My idea was that they would not be able to escape. If they did not set fire to the ship and jumped into the water the captain would shoot them.

It did not strike you that they did not want to burn the ship but that it got out of control?—I don't know what their intention was but that is what they did.

Did you see them shoot any women?—No.

How many passengers did they shoot?—I don't know.

What were they armed with?—With revolvers.

How many passengers had you on board?—363.

They were people who had paid their fares?—They had paid their fares and I had issued them tickets.

How many runners had you on board?—About 80.

And how many cargo coolies?—Sixteen.

And then there were cargo brokers?—Yes.

Could you say how many of them?—About six.

There were some boys as well making a total of 513 on board. Witness did not know how many were saved. He was saved by the Hoi Sang, having been found clinging to the rudder.

Capt. Wetherell:—When you sold and collected the tickets did you notice anything suspicious?—Nothing.

The President:—Nothing unusual?—They all looked like passengers.

Was there the usual amount of luggage with these passengers?—I did not take notice.

Was there or was there not the usual quantity of luggage?—About the same.

Inspector Gordon said the Tai On came back to the harbour on May 1 at 10 p.m. His remains of 17 bodies were found on board. He believed that there was a lot consumed. The bones of six human beings were found and a large quantity of white ash. The Shun Lee brought back 120 passengers, the Shui On brought back 32 and a European. The Hoi Sang brought back 8 Chinese and Capt. Wetherell.

Of these five were wounded. He had heard that twelve dead bodies had been picked up off Ki O. These were afterwards brought to Hongkong by the Tung Wah Hospital authorities. On May 4 the same authorities brought a further 37 from the scene of the piracy.

Of the survivors at Macao one was supposed to be a watchman on board the steamer. Some twelve others had been detained, the remainder being allowed to go to their friends.

The inquiry was adjourned.

37 Dead Bodies.

The Tung Wah Hospital authorities state that they have picked up 37 dead bodies in the vicinity of Ki O. These bodies are presumably those of passengers (or pirates) on board the Tai On.

Leng Chi-Kwan, who was sent to the Government Civil Hospital on the 29th ult., suffering from injuries received in the Tai On piracy, died on the 3rd inst.

SHANGHAI RACES.

Results of First Two Days' Races.

The Shanghai Race Club's Spring Meeting opened yesterday. The following are results of yesterday's and some of today's events, for which we are indebted to the Hongkong Club:

1. The Paper Hunter's Cup, 1 mile.

The Baster (Hill) 1

The Night Bird (Fook) 2

Piccadilly (Lindsay) 3

Time: 1:29 1/5.

2. The Criterion Stakes, One mile.

Palladin (Burkill) 1

Castlefield (Stewart) 2

President (Heard) 3

Time: 2:02 3/5.

3. The Griffins' Plate, 3/4 mile.

Everingham (Moller) 1

The Nipper (McMichael) 2

Pevel (Wingrove) 3

Time: 1:23 1/5.

4. The Cathay Cup, 1 mile.

The Gay Bird (J.K. Brand) 1

The Plover (Hill) 2

Battlefield (O.R. Burkill) 3

Time: 3:15.

5. The Poon-ma-tung Cup, 1 mile.

Skidoo (Heard) 1

Benley (Brommer) 2

Swanee (Stewart) 3

Time: 2:05.

6. The Hart Legacy Cup, 1 mile.

The Woodlark (Hill) 1

Borneo Chief (Moller) 2

Perobance (Fook) 3

Time: 56 2/5.

7. The Jockey Cup, 1 mile.

Neptune (Ezra) 1

Cornfield (McMichael) 2

Lesbeast (Wingrove) 3

Time: 2:08 2/5.

8. The Kiangsu Cup, 1 1/2 miles.

Inkerman (Ezra) 1

Sir Pelias (V.L.) 2

Royal Rose (Burkill) 3

Time: 3:45 2/5.

9. Eclipse Stakes, 1 1/2 miles.

The Mogolian (Fook) 1

Concession (O.R. Burkill) 2

Rosefield (Stewart) 3

Time: 2:38 1/5.

10. The Chihli Cup, 1 1/2 miles.

Mango Tree (O.R. Burkill) 1

The Night Bird (Brighton) 2

Cocinelle (J.A. Brand) 3

Time: 2:38 4/5.

*Dead heat.

Second Day's Results.

The following are the earlier results of to-day's racing at Shanghai:

The Ohu Ka Za Cup (three quarters of a mile).

President (Heard) 1

Darbar Chief (J.K. Brand) 2

Bornite (Rowe) 3

Time 1:28 4/5.

Mongolian Plate (1 1/2 miles).

Cocinelle (J.A. Brand) 1

Lesbeast (Heard) 2

Springbok (Burkill) 3

*Dead heat for first place.

Time 3:15 1/5.

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The inquiry was adjourned.

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Leng Chi-Kwan, who was sent to the Government Civil Hospital on the 29th ult., suffering from injuries received in the Tai On piracy, died on the 3rd inst.

Photographs.

We have received some photographs from Messrs. Chung showing the Tai On still afloat after the piracy.

SIR PAUL CHATER SUED.

Prospecting in the New Territory.

(Continued from page 5.)

The town clerk was not entitled to any remuneration for the time and trouble devoted to the services required of him. That being the meaning which Lord Campbell had stated in emphatic language, what was the meaning which the parties themselves put on the word "expenses" as used in this agreement of 1903 when they came to the 1908 agreement? When they came to the 1908 agreement which addressed itself to the matter of the expenses, they found such a stage had been reached in those proceedings when it was believed that profits were presently becoming divisible. It was believed, whether it turned out to be so or not, that profits would be divisible. What did they do? They divided the expenses, charging expenses in proportion indicated in the original agreement. In the third recital of the second agreement the plaintiff—and by plaintiff he really meant all the parties to the document shown in that recital—admitted that the expenses incidental to the undertaking up to that date, had been wholly financed by Chater and Mody. The parties agreed that all the entries of all the expenses as appearing in the books of Chater and Mody be taken as correct evidence of such expenses. Plaintiff said that all the expenses he incurred contemplated by the agreement of 1905 had been paid—he (Counsel) meant financed; paid for the time being.

When counsel said paid he meant in the sense only as he used the word just now—financed was the word used in the document itself. That meant that they had been paid; it did not mean that they had been paid by Chater and Mody out and out in the sense that in no event were they to look to plaintiff and McMillan for the return, because it was quite clear they intended to pay these things themselves if there were any profits for division and if they were, plaintiff and McMillan paid their share by Agreement as provided, and that payment would come from their share of the profits. It was perfectly clear that those profits would be divided and as soon as the prospect of making profits appeared the plaintiff and McMillan became liable for the fourth share of that taken from the earnings of the company. There they had an admission in that recital by plaintiff and McMillan that the expenses in question had in fact been paid and were such as appeared in Chater and Mody's books. Now, that was admittedly not remuneration that appeared in Chater and Mody's books.

His Lordship asked if it was admitted? Mr. Sharp replied that it was, because he hoped to be able to explain that no remuneration had ever been paid to either of those gentlemen in connection with the New Territory work. He could now sit down; he did not propose to do so, but so far as he could see of that issue he might. He would further more prove that the plaintiff had frequently and expressly admitted up to his going to Australia, that he was not under the arrangement with Chater and Mody, entitled to any remuneration; they would prove that.

His Lordship asked if he was supposed to decide for instance the first issue before or after the evidence had been called. Mr. Sharp said he fully appreciated the difficulty his Lordship must find himself in, but his Lordship had to consider the surrounding circumstances, he (counsel) would have to undertake that there were some, and he understood that it was open to either

party to indicate any issues of fact to go to the jury, great or small, and if in any of those issues they were calling mixed law and fact pure facts arose, they must be extracted and sent to the jury.

It might be that his Lordship found himself able to decide some of the questions with reference to the oral evidence. There were no doubt questions of fact springing from the issues and if his Lordship found those questions of fact were not to be decided by him they accepted that. His argument was not to show that could not be done.

His Lordship:—My difficulty arises on the first issue.

Mr. Sharp:—Even more on the others.

His Lordship:—It may do. Mr. Sharp said if there was one thing that might be considered pure law it was this. Others he did not know of. It would be more convenient as they had got so far—he did not wish to complicate the matter—he would try to simplify the matter—if he undertook, as he believed was his duty, to put the surrounding circumstances on which they relied before his Lordship. The letter from plaintiff to Sir Paul Chater whilst the former was in Australia—a most friendly letter in which no mention of remuneration was made. Counsel after reading the letter asked if that was what they would expect from a man smarting under a flat refusal to pay him three years' wages? It was grotesque. Experts were called in and the discoveries made were so unfavourable that there was no other option to Chater and Mody than to bring about the financial closure. Plaintiff and McMillan did the work but the financial support came from Chater and Mody. The plaintiff and McMillan, he said with all respect, had no money and Chater and Mody had. The financial closure was in the power of Chater and Mody. According to the Ordinance, Section II there was a marginal head note "Power to grant prospecting licenses." The Governor-in-Council may grant licenses authorising any person to search for and procure in and from any land, specimens of metals and materials which lay there. There was a certain currency for that licence for six months. That was the whole point, and that licence empowered a person holding it to search for and procure specimens. He submitted that that showed what prospecting covered. It covered that and no more. If its present purpose was to get specimens frequently they could be got by expensive works. Prospecting had no reference to the cost of extending the work. It had reference to one thing only—the object to get specimens or the object to getting stuff in bulk for commercial sale. That was the point and no other. His friend was quite in error when he said he did not wish to give that impression. The dividing line was found in one position only and that was between the present and immediate purpose of the operation and getting the stuff in bulk for sale which was called mining. It was covered by different licenses—sometimes whole operations were called mining, colloquially. The line was drawn in the getting of the bulk for sale and getting specimens. It had no reference whatever to the extent and expense of the operations. What was the present object—purpose?

The case was proceeding as we went to press.

Mr. Findlay Smith.

Mr. A. Findlay Smith was amongst those who left by the Hishima Maru to-day.

Plague Figures.

During last week 203 cases of plague were notified; and there were 171 deaths. The total number of cases since January 1 is 1,013, and the number of deaths is 911.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination	Steamship	On
YAMAGUCHI	Kwongsang	Wed. 6th May at 11 light
YAMAGUCHI	Kwongsang	Fri. 8th May at 11 light
YAMAGUCHI	Kwongsang	Sat. 9th May at 11 light
YAMAGUCHI	Kwongsang	Sun. 10th May at 11 light
YAMAGUCHI	Kwongsang	Tues. 12th May at 11 light
YAMAGUCHI	Kwongsang	Wed. 13th May at 11 light
YAMAGUCHI	Kwongsang	Thurs. 14th May at 11 light
YAMAGUCHI	Kwongsang	Fri. 15th May at 11 light
YAMAGUCHI	Kwongsang	Sat. 16th May at 11 light
YAMAGUCHI	Kwongsang	Sun. 17th May at 11 light
YAMAGUCHI	Kwongsang	Mon. 18th May at 11 light
YAMAGUCHI	Kwongsang	Tues. 19th May at 11 light
YAMAGUCHI	Kwongsang	Wed. 20th May at 11 light
YAMAGUCHI	Kwongsang	Thurs. 21st May at 11 light
YAMAGUCHI	Kwongsang	Fri. 22nd May at 11 light
YAMAGUCHI	Kwongsang	Sat. 23rd May at 11 light
YAMAGUCHI	Kwongsang	Sun. 24th May at 11 light
YAMAGUCHI	Kwongsang	Mon. 25th May at 11 light
YAMAGUCHI	Kwongsang	Tues. 26th May at 11 light
YAMAGUCHI	Kwongsang	Wed. 27th May at 11 light
YAMAGUCHI	Kwongsang	Thurs. 28th May at 11 light
YAMAGUCHI	Kwongsang	Fri. 29th May at 11 light
YAMAGUCHI	Kwongsang	Sat. 30th May at 11 light
YAMAGUCHI	Kwongsang	Sun. 31st May at 11 light

The steamers "Kwongsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kwongsang" and "Laisang" for Yokohama, Kobe and Moji returning thence direct to Hongkong. Time occupied 16 days.

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A fully qualified surgeon is also carried.

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PROJECTED SAILINGS FROM HONGKONG.
(Subject to change without Notice)

"Shire" Line Service.—Homeward.

Destination	Steamship	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Cardiganshire	12th May.
LONDON, ROTTERDAM & ANTWERP	Radnorshire	26th June.
Trans-Pacific "Shire" & "Glen" Joint Service.		
VICTORIA VVER S'LE	Carnarvonshire	28th May.
TACOMA & P'LAND	Monmouthshire	29th June.

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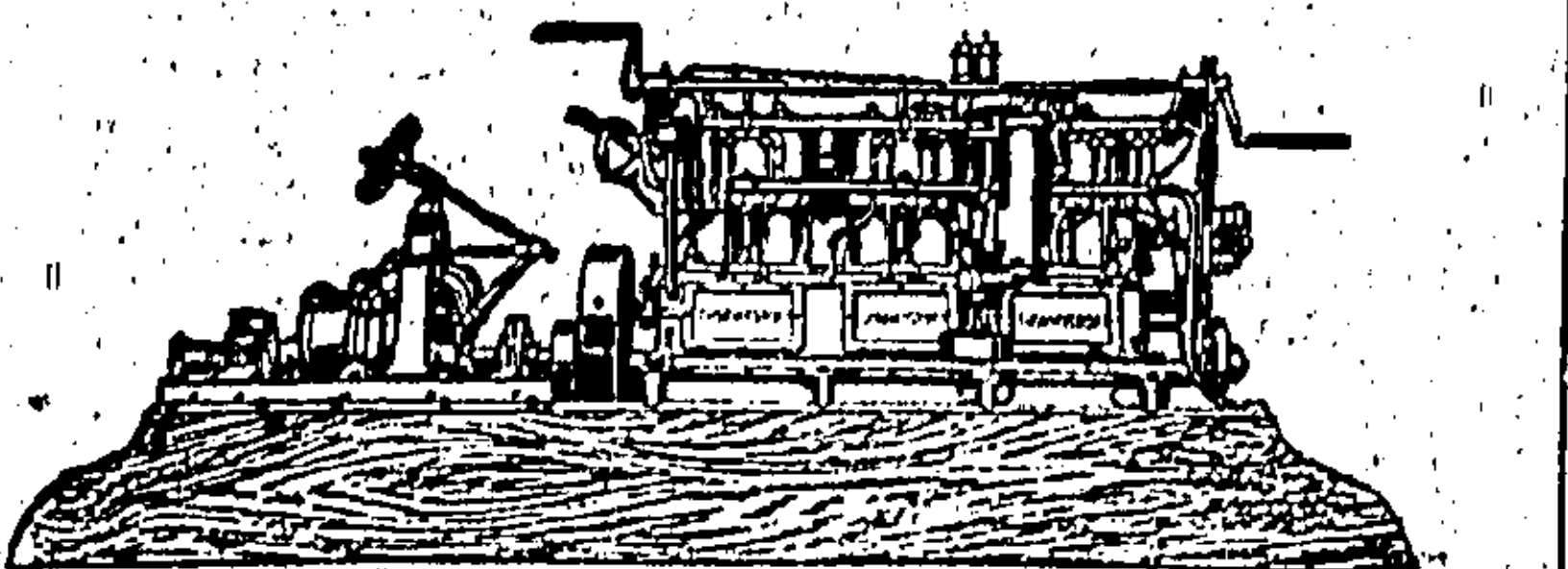
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PETROL & KEROSENE MARINE MOTORS 7-1/2
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VESSLS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To Be Despatched.
Tto, Fiume Vco, via S'pore etc	Persia	S. W. Co.	6, May
M'les, L'don A'worp via S'pore etc	Mishima	N. Y. K.	6, May
H're, R'dam, B'men & H'burg etc	Bayern	H. A. L.	6, May
London, via Usual Ports of Call	Assaye	P. & O.	9, May
London, Rotterdam and Antwerp	Carshire	J. M. Co.	12, May
N'les, G'oa, A's, Lisbon S'ton, &c	Bucow	M. & Co.	13, May
London & A'worp via S'pore etc	Namur	P. & O.	13, May
Hamburg & Antwerp &c	Arabia	H. A. L.	14, May
Trieste, via Singapore, Penang, Colombo, etc.	Bohemia	S. W. Co.	15, May
Hamburg & Bremen	Sigmaringen	M. Co.	16, May
London, Rotterdam & Antwerp	Cardshire	J. M. Co.	18, May
Marseilles via Ports	Dumbona	M. M.	19, May
Havre, D'kir, & Hamburg	Schwarzburg	H. A. L.	19, May
P'lam, Hamburg & Antwerp	Brigavia	H. A. L.	22, May
London, Hull and Antwerp	Glenlogan	S. T. Co.	M. May
Havre, Bremen and Hamburg	Brasilica	H. A. L.	1, June
Rotterdam & Hamburg	Purist Bulow	H. A. L.	6, June
Havre, & Hamburg	Helgoland	M. Co.	M. of June
M'les, R'dam, H'burg & Bremen	Altair	M. Co.	B. July

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan &c	Korea	P. M. Co.	9, May
San Francisco via S'hai & Japan &c	Shinyo M.	T. K. K.	11, May
Vancouver via S'hai & Japan &c	C. P. R.	C. P. R.	13, May
Victoria, V'ier, S'tle & Portland	Sambha	H. A. L.	13, May
Victoria, B.C. T'ma via Japan &c	Tacoma M.	O. S. K.	14, May
Seattle via Nagasaki &c	Minnesota	N. Y. K.	15, May
Boston and New York	Chalister	D. & Co.	15, May
San Fco via Manila & Japan &c	Chiyo M.	T. K. K.	19, May
Boston & New York	Kioto	B. L.	25, May
San Fco via Manila & Japan &c	China	C. P. R.	27, May
Victoria, B.C. & T'ma via S'hai &c	Panama M.	O. S. K.	27, May
Victoria, V'ier, S'tle & P'land	C'shire	J. M. Co.	28, May
Vancouver, &c	E of India	C. P. R.	28, May
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	1, July

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	6, May
Australian Ports via Manila	P. Waldemar	M. & Co.	16, May
Australia	Empire	G. L. Co.	29, May
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN.

Nagasaki, Kobe & Yokohama	Kumano M.	N. Y. K.	6, May
Poochow via Swatow & Amoy	Kajio M.	O. S. K.	6, May
Pakhoi and Haiphong	Sungkiang	B. & S.	6, May
Moji and Kobe	Bombay M.	N. Y. K.	6, May
Swatow	Haimun	D. L. Co.	6, May
S'hai, Y'hama, Kobe & Moji	Canton	S. E. A. Co.	6, May
Kobe and Yokohama	Hitachi M.	N. Y. K.	7, May
Shanghai	India	P. & O.	7, May
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	7, May
Bombay via Singapore Colombo	Jinsen M.	N. Y. K.	7, May
Shanghai, Kobe & Moji	G. Apcar	D. S. Co.	8, May
Penang & Colombo	Indo M.	O. S. K.	8, May
Swatow, Amoy and Poochow	Haitan	D. L. Co.	8, May
Singapore, Penang and Calcutta	Joshu Maru	O. S. K.	8, May
Canton	Muttra	D. S. Co.	8, May
Singapore, Penang & Rangoon	Rojun M.	D. & Co.	9, May
Moji Kobe and Yokohama	Chenana	B. & S.	9, May
Shanghai and Tsingtau	Loong-yang	J. M. Co.	9, May
Manila	Daijin Maru	O. S. K.	10, May
Tamsui via Swatow & Amoy	Segovia	H. A. L.	10, May
Shanghai, Kobe and Yokohama	Borneo	M. Co.	11, May
Jesselton, Kudat and Sandakan	Hakata M.	N. Y. K.	11, May
Kobe and Yokohama	Dunera	D. S. Co.	11, May
Kobe and Moji	Taming	B. & S.	12, May
Manila, Cebu and Iloilo	Torilla	D. S. Co.	12, May
Singapore, Penang & Calcutta	Haiyang	D. L. Co.	12, May
Swatow, Amoy and Poochow	Rubi	S. T. Co.	12, May
Manila, Mangarin, Cebu & Iloilo	Taming	B. & S.	12, May
Manila, Cebu & Iloilo	Kumsang	J. M. Co.	12, May
Singapore, Penang and Calcutta	Kueichow	B. & S.	12, May
Weihaiwei & Tientsin	Soshu Maru	O. S. K.	13, May
Anping, Takao via S'tow & Amoy	P. Ludwig	M. & Co.	14, May
S'hai, Nagasaki, Kobe & Y'hama	Anhui	B. & S.	14, May
Shanghai	Dilwara	D. S. Co.	14, May
S'pore, Pang & C'utta	Nellore	P. & O.	15, May
Shanghai, Moji, Kobe & Y'hama	Japan	D. S. Co.	16, May
Y'hama, Kobe and Moji	Yuen-sang	J. M. Co.	16, May
Manila	Annam M.	O. S. K.	16, May
Bombay via S'pore etc.	Polynesien	M. M. Co.	17, May
Shanghai, Kobe and Yokohama	Daiji Maru	O. S. K.	17, May
Tamsui via Swatow and Amoy	Endon	H. A. L.	21, May
Shanghai, Kobe and Yokohama	Sambha	H. A. L.	21, May
Shanghai, Kbbe and Yokohama	Borkym	M. Co.	21, May
Shanghai, Kobe and Yokohama	Zafiro	S. T. & Co.	22, May
Manila, Mangarin, Cebu & Iloilo	Hokuto M.	D. & Co.	25, May
Singapore, Batavia, Cheribon, etc.	Coblentz	M. Co.	26, May
Kobe	Friska	H. A. L.	29, May
Shanghai, Kobe and Yokohama	Navara	P. & O.	End May
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Batavia, Cheribon, Samarang, &c	Tjibon	J.C.J. L.	Q. deep
Japan	Tjilatjap	J.C.J. L.	Q. deep
Shanghai	Tjikini	J.C.J. L.	Q. deep
Batavia, Cheribon, Samarang, &c	Tjipanas	J.C.J. L.	Q. deep
Batavia, Cheribon, Samarang, &c	Tjimahi	J.C.J. L.	Q. deep
Shanghai	Tjilhwong	J.C.J. L.	Q. deep

MOVEMENTS OF STEAMERS.

VESSLS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Straits	Mishima Maru
Pakhoi	Sungkiang
Swatow	Haimun
Australia	Nikk Maru
Swatow	Kajio Maru
Shanghai	G. Apcar

VESSLS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Europe	India
Europe	Hitachi Maru
Europe	Jinsen Maru

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 23rd ult. between 2 & 4 p.m.

The C. P. R. s.s. MONTAGLE left Yokohama on the 18th ult. between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF ASIA left Yokohama on the 24th ult. between 2 & 4 p.m.

AMERICAN MAIL.

The P. M. s.s. KOREA will be despatched from this port on the 9th May, at 1 p.m. for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu.

The P. M. s.s. NIPPON arrived at San Francisco on the 28th April.

The P. M. s.s. SIBERIA arrived at Manila on the 2nd May, at 10 a.m. and will leave that port on the 4th May at 4 p.m. which makes her due to arrive at Hongkong on the 6th May morning, at about 8 o'clock.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 30th Apr. and may be expected to arrive here on or about 23rd May.

GERMAN MAIL.

The L. G. M. s.s. LUTZOW which left here on the 30th Apr. at 8 p.m. arrived at Shanghai on the 3rd inst. at 8 a.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Singapore for this port on the 28th Apr. and is expected here on the 5th May.

The N. Y. K. s.s. HITACHI MARU (European Line) left Yokohama for this port via Singapore on the 23rd Apr. and is expected here on the 6th May.

The N. Y. K. s.s. JINSEI MARU (Bombay Line) left Kobe for this port on the 29th Apr. and is expected here on the 6th May.

The N. Y. K. s.s. HAKATA MARU (Calcutta Line) left Calcutta for this port on the 21st Apr. and is expected here on the 10th May.

The N. Y. K. s.s. AKI MARU (American Line) left Yokohama for this port on the 10th May.

The N.Y.K.s.s. SADO MARU (American Line) left Seattle for this port on the 21st Apr. and is expected here on the 24th May.

The N. Y. R. s.s. KITANO MARU (European Line) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.

The Mogul Line s.s. MONTROSE left United Kingdom for Hongkong via Straits on the 23rd ult. and is expected to arrive here on or about the 7th May.

The L. C. S. N. s.s. FOOKSANG from Singapore is due at Hongkong on the 5th May.

The S. L. s.s. DENBIGHSHIRE passed the Canal on the 14th inst. and is due at Hongkong on the 10th May.

The S. L. s.s. CARDIGANSHIRE from Singapore is due at Hongkong on the 5th May.

The S. JAPAN sailed from Calcutta on the 25th ult. and may be expected here on or about the 11th May.

The Ben Line s.s. BENLEI from Antwerp, Middlesbrough & London left Singapore for this port on the 30th Apr. and may be expected to arrive here on or about 5th May.

The P. & O. s.s. INDIA left Singapore for this port on the 1st inst. at 5 p.m. with the outward English Mail, and is due here on the 6th inst. at about 5 a.m.

The French s.s. PHUYEN left Saigon for this port, and is due to arrive here on or about the 5th inst.

The H. A. L. s.s. BAYERN left Singapore on the 3rd inst. a.m. and may be expected here on or about the 7th a.m.

VESSLS IN PORT.

Steamers.

Anhui, Br. s.s. 1,355, J. B. Harris, 27th ult. Shanghai 23rd ult. Gen.—B. & S.	Kumano Maru, Jap. s.s. K. Sayoda, 4th inst.—Australia, via Manila, Gen.—N. Y. K.
Beckmann, Br. s.s. 1,136, Bulkley, 27th ult.—Manoran, Cal.—D. & Co.	Kumsang, Br. s.s. 2,017, Wheeler, 4th inst.—Kobe 24th ult. Gen.—Y. M. and Co.
Fernley, Br. s.s. 2,981, Appleton, 27th ult.—Ching Wan Tao, 21st Cal.—C. E. M. & Co.	Liangchow, Br. s.s. 1,350, W. Bancow, 2nd inst.—Shanghai, 29th ult. Gen.—B. & S.
Haichow, Br. s.s. 1,316, M. Shau, 27th ult.—Seaton, 20th ult. Gen.—B. & S.	Luchow, Br. s.s. 1,221, Meathel, 3rd inst.—Shanghai, 30th ult. Gen.—B. & S.
Kiang Ping, Chi. s.s. 1,222, A. Udden, 27th ult.—Chinkiang, 21st ult. Gen.—Chinese.	Mazellan, Fr. s.s. 2,962, H. Drog, 4th inst.—Marseilles, 5th ult. Gen.—M. M. Co.
L. Scheff, Ger. s.s. 1,012, A. Struve, 27th ult.—Saigon, 23rd ult. Rice—B. & Co.	Mishima Maru, Jap. s.s. 3,011, S. Wada, 4th inst.—Japan, 27th ult. Gen.—N. Y. K.
Aldenharn, Br. s.s. 2,410, G. L. Smith, 28th ult.—Kobe, 22nd ult. Gen.—G. L. & Co.	Montrose, Br. s.s. D. Hild, 3rd inst.—Hamburg, 28th Feb. Gen.—B. & S.
Korea, Am. s.s. 5,551, A. W. Nelson, 28th ult.—San Francisco, 4th ult. Gen.—P. M. & Co.	Nikko Maru, Jap. s.s. 3,414, R. Takada, 4th inst.—Nagasaki, 4th inst.—N. Y. K.
Petchabine, Ger. s.s. 1,737, (1) Gossowich, 28th ult.—Bangkok, 29th ult. Gen.—B. & S.	P. Lequi, Fr. s.s. 12,870, Dorice, 4th inst.—Yokohama, Gen.—M. M.
Kirin Maru, Jap. s.s. 2,356, M. Nakamura, 30th April—Moji, Common—N. Y. K.	Prometheus, Norw. s.s. 1,042, Jensen, 4th inst.—Bangkok, 27th ult. Rice—Chinese.
Lutzow, Ger. s.s. 4,115, H. Tector, 29th ult.—Bremen, 18th March, Gen.—M. and Co.	Seangchong, Br. s.s. 3,722, Graves, 4th inst.—Singapore, 28th ult. Gen.—B. & S.
Bohemia, Am. s.s. 4,300, Meernan, 30th ult.—Singapore, 25th ult. Gen.—S. W. & Co.	Sungkiang, Br. s.s. 989, Robinson, 3rd inst.—Hollow, 2nd inst. Gen.—B. & S.
Chingchow, Br. s.s. 1,195, J. Doyle, 1st inst.—Kwang-yen, 29th ult. Cement Stone—S. T. & Co.	Tientsin, Br. s.s. 1,228, F. McGarity, 4th inst.—Tientsin, 28th ult. Gen.—B. & S.
Eiser, Norw. s.s. 875, E. Fingelson, 30th inst.—Newchwang, 23rd ult. Gen.—Chinese.	
G. Apcar, Br. s.s. 2,901, J. E. Drake, 1st inst.—Calcutta, 13th ult. Gen.—D. S. & Co.	
Hong Won I, Br. s.s. 2,050, J. Mason, 30th ult.—Singapore, 25th ult. Gen.—Order.	
Minnesota, Am. s.s. 20,711, J. W. Fader, 1st inst.—San Francisco, 24th Mar. Gen.—G. N. S. & Co.	
Chinhui, Br. s.s. Findlayson, 1st inst.—Manila, 28th ult. Gen.—B. & S.	
Albiana, Br. s.s. 2,408, Wm. Dunbar, 1st inst.—Ching-wan-tao, 24th ult. Gen.—D. & Co.	
Chowtai, Ger. s.s. 1,116, G. Oathmann, 2nd inst.—Swatow, 1st inst. Gen.—B. & S.	
Kajio Maru, Jap. s.s. 1,905, Y. Yamamoto, 2nd inst.—Swatow, 1st inst. Gen.—Q. K. K.	
Matsura Maru, Jap. s.s. 1,889, Kobayashi, 1st inst.—1st inst.—Moji, 25th ult. Gen.—M. B. G. K.	
Borneo, Ger. s.s. 1,355, J. Koehler, 3rd inst.—Sundakan, 27th ult. Gen.—M. & Co.	
Empire, Br. s.s. 2,943, E. Fitcher, 2nd inst.—Sydney, 28th Mar. Gen.—G. L. & Co.	
Faiching, Chinese s.s. A. B. Baines, 3rd inst.—Shanghai, Gen.—C. M. S. N. & Co.	
Kwongsang, Br. s.s. 1,428, W. F. Richard, 3rd inst.—Swatow, 2nd inst. Gen.—J. M. & Co.	
Haiching, Br. s.s. 1,267, W. C. Passmore, 3rd inst.—Swatow, 2nd inst. Gen.—J. L. & Co.	
Halgoland, Ger. s.s. 3,860, E. Klugst, 3rd inst.—Singapore, 27th Mar. Gen.—M. & Co.	

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 3rd October, 1913.

GUARD AGAINST PLAGUE

BY USING C.N.

CHINA COMMERCIAL CO., 3 Duddell St.

TIDE TABLE.

4th Apr. to 10th May, 1914.

SILVER.

Effect of Mexican Trouble.

The trouble in Mexico, the fact that the syndicate that took up the stock of the defunct Indian Specie Bank has been able to dispose of all its holdings, the very small stock, both in London and Bombay, and the almost complete stoppage of arrivals in London have all contributed to bring about a rise in the value of silver, says the N. C. Daily News of May 1. There is very little demand, and the total buying last week in the London market would have attracted no attention whatever in ordinary times and would not have affected prices, one way or the other. But in the present situation, the slightest demand brings about a rise in price, holders being unwilling to part with their silver even at the rise.

Only the stock in Shanghai remains heavy but even Shanghai banks cannot afford to part with their stocks at present, especially when it is more or less certain that the loan will be signed some time or other, and the period during which the Mexican crisis will last remains uncertain. The big stocks are, however, a drug on the market at the moment, as may be seen from the fact that exchange for cash or near has for some time past been weak, while exchange for forward has continually remained firm. Even with the present advance, the rates are 1/2 below parity, and for a long time the position has remained so. The future is, of course, very uncertain. One thing, however, seems sure; the demand from India is not likely to be of any magnitude, owing to the scarcity; it is probable that the Indian Government may not have to buy any further for purposes of coinage. But if the crisis in Mexico continues for some time, and the loan is signed in the meanwhile, it is inevitable that silver values, and consequently exchange, should rise considerably once again—for a short period, of course.

On the other hand, if there should be a settlement of Mexican affairs during the next few weeks, there is likely to be a slump. Even the signing of the loan would not prove of much help, for prices at present are disproportionately high, mainly from the point of view of demand. In any case, one may be justified in looking for a drop in December, and rates not higher than T. T. at 2s. 6d. At present, exports are helping the market to a slight extent, the absence of the import trade being also greatly in favour of the higher rate now prevailing.

China and India have been

Buying.

Messrs. Samuel Montagu and Co.'s weekly circular dated April 9 contains the following information—

About £800,000 was received in the form of bar gold, for which there was an inquiry from the Continent. The shipment to India is £222,500. During the week the net export was £8,000. The net import of gold into India for the month of March was £1,591,600 (approximately).

The tone of the silver market has somewhat improved, and prices have been well maintained. The quotations for cash and two months delivery have been identical.

A rise of 1-10/16 from 26 15-16 to 27d. was recorded on the 3rd instant. Since that date, the price has been fixed either at that figure or 26 15-16d.

China and India have both been buying, as well as the Continent. Orders from India have been mostly for shipment by next week's steamer, which is timed to arrive in Bombay for the May Settlement.

Imports of Silver.

The total silver imported into the United Kingdom up to the end of March, was 22,449,046 oz. compared with 33,634,311 and 34,474,199 oz. during the respective similar periods in 1913 and 1912. The reduction of supply to less than two-thirds of the amount in the previous years, chiefly as a consequence of the difficulties in Mexico, demonstrates what a powerful factor that country is in the silver market.

In gauging the present position of the market, some importance should be attached to the change of statement which must follow

LATE SISTER LOUISE.

Funeral To-day at Happy Valley.

The funeral of the late Sister Louise, of the Italian Convent, took place this morning, at Happy Valley, Rev. Fr. P. de Maria, assisted by the Rev. Fathers A. Banohi and Zamponi, officiated at the graveside. Besides relatives of the deceased there was a large gathering of mourners consisting of most of the European Sisters of the Convent, a very large number of the pupils of the deceased, and several friends. The beautiful wreaths laid on the grave testified to the esteem in which the Sister was held.

The final dispersal of the erstwhile speculative stocks.

The knowledge that, those existed, the uneasiness created by their size, and the possibility of their forcible realization, has, during recent years, discouraged buyers for trade purposes—who, be it remembered, are the principal consumers of the metal—from replenishing their stocks.

There is in price which attended the Indian Government purchases, failed to inspire confidence, for the market was well aware that speculative stocks had been only partially reduced.

It is probable that in these circumstances, trade consumers all over the world have been working from hand to mouth during the last three years or more.

Toward the close of this period, the financial crisis of last December in India rendered our country buyers unable, as well as unwilling, to send buying orders. It is therefore likely that a state of silver semi-starvation obtained in the country bazaars, pending an improvement in the financial situation. Buyers were well aware that 25,000,000 oz. could be obtained from the Syndicate at any reasonable price.

All this tended to produce an inert and featureless market.

With the exhaustion of the Syndicate's stock, the situation has changed. The prolonged period of distrust has ended, and probably the only legacy left is a certain degree of edge to the industrial appetite.

Prospects for the Future.

These considerations do not imply necessarily any immediate disturbance of the present level of prices, but suggest that the market will be sensitive, and the price respond with some freedom to any special demand of a substantial character.

The stock in Bombay is about the same—namely £320,000. The off-take has fallen from 120 to 95 bars a day.

A shipment of 87,000 has been made from San Francisco to Hongkong during the week.

Iron Hand in China.

Reports from every part of the country state that all attempts at out-breaks are now severely crushed, and that hundreds of executions are taking place, says the Telegraph's Pekin correspondent. The Peking two secretaries of the Presidential Palace, five ex-Senators and Commons, and a score of other individuals are reported to have been summarily shot after a drumhead court-martial.

It is established in connection with the revolutionaries who have taken refuge in Japan that serious questions are likely to arise with the latter country, because it affords an asylum to prominent political persons who declared that they will conspire without cessation to wreck the present regime in China. Japan certainly resists any attempt to induce her to expel these people, and a growing bitterness may henceforth be expected to exist between the two countries.

SILIMPOON COAL.

BUNKERS

can be supplied at cheap Rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. R. B. N.

POST OFFICE.

On and after the 12th inst., the Western Branch Post Office will be closed to the public at 3.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese registered correspondence will not be delivered to a signature only. The Office of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

The India, with the English Mail left Singapore on Friday, the 1st inst. at 5 p.m. and may be expected to arrive here on Wednesday, the 6th inst. at 4 p.m. This packet brings the parcel mail closed in London for despatch by the all-sea route on the 1st ult. and for despatch overland on the 7th ult.

MAILS DUE.

English, India, 5th inst.

MAILS VIA SIBERIA.

Left London April 17
Due Shanghai May 2
April 18 May 4

MAILS CLOSE TO-DAY

Swatow, Shanghai & North China—Per ESANG, 5th May, 3 p.m.
Amoy—Per SEANGCHOOH, 5th May 5

Japan via Moji—BOMBAY MARU, 5th inst. 5 p.m.

TO-MORROW.

Straits & Ceylon—Per MISHIMA M. 6th May, 9 a.m.

Holhow, Pakhoi & Hainan—Per SINGU, 6th May, 9 a.m.

Swatow—Per HAIMUN 6th May, 10 a.m.

Philippines Is., Australia, Tasmania, & New Zealand via Thursday Is.—Per NIKKO MARU, 6th May 11 a.m.

Swatow, Amoy, and Poochow—Per KAIJOMARU, 6th inst. 1 p.m.

Shanghai, North China & Japan via Kobe—Per G. A. PCAR, 6th May, 2 p.m.

THURSDAY, 7th May.

Shanghai, and North China (Europe and Siberia)—Per INDIA, 7th May, 9 a.m.

[To make connection with the Dalny steamer leaving Shanghai on Monday, the 11th May at 1 p.m.]

Port Bayard, Hainan and Pakhoi—Per EUE, 7th inst. 11 a.m.

Shanghai & North China—Per LU-CHOW, 7th May, 3 p.m.

Shanghai & North China—Per KWONG-SANG, 7th May, 5 p.m.

FRIDAY, 8th May.

Swatow—Per CHOWTAT, 8th May 9 a.m.

Swatow, Amoy and Poochow—Per HAITAN, 8th May, 10 a.m.

Haliphong & Pakhoi—Per ANGHIN, 8th inst. 11 a.m.

SATURDAY, 9th May.

Formosa via Keelung, Shanghai, N. China, Japan via Nagasaki, Honolulu, U. S. S. 9th inst. 11 a.m.

Formosa via Keelung, U. S. S. 9th inst. 11 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in the first clearance will be included in this contract mail)—The Parcel mail will be closed on Friday the 8th inst. 5 p.m.—Per ASSAYE, 9th. 11 a.m.

Philippines Is.—Per LOONGSANG, 9th May 1 p.m.

Straits & India via Calcutta—Per KUM-SANG, 9th May, 1 p.m.

Straits, Burmah, India via Calcutta—Per MUTTIA, 9th May 2 p.m.

Shanghai & North China (Europe via Siberia)—Per CHENAN, 9th inst. 5 p.m.

[To make connection with the Tsingtau train leaving Shanghai on Thursday, the 14th May, at 8 a.m.]

Shanghai—Per CHOYSANG, 9th inst. 5 p.m.

SUNDAY, 10th May.

Swatow—Per HAIMUN, 10th May 9 a.m.

Monday, 11th May.

Jesselson, Kudat and Sandakan—Per BORNEO, 11th May 8 p.m.

TUESDAY, 12th May.

Philippines Is.—Per TAMING, 12th May 9 a.m.

Swatow, Amoy and Poochow—Per HAI-YANG, 12th May 10 a.m.

Straits & India via Calcutta—Per LOU T. 12th May, 1 p.m.

Philippines Is.—Per RUBI, 12th inst. 3 p.m.

Wohelwei & Tientsin—Per KUEICHOH 12th inst. 3 p.m.

WEDNESDAY, 13th May.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per BULOW, 13th inst. 8 a.m.

Holhow, Haliphong, and Pakhoi—Per KAIPOH, 13th inst. 8 p.m.

Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS, OR

BURRUA, 13th inst. 10.30 a.m.

Batavia, Samarang, & Sourabaya—Per TILLWONG, 13th inst. 10 a.m.

THURSDAY, 14th May.

Shanghai, & North China—Per ANHUI, 14th May 3 p.m.

SHIPPING NEWS.

ARRIVED.

Bombay Maru, Jap. ss. 3,398, S. Komatsubara, 5th inst.—Bombay, 17th ult. Gen.—N. Y. K.

Erst Russia, 4,789, W. Davidson, 5th inst. Gen.—Vancouver, 16th ult. Gen.—C. P. & C.

Robbings, 1,897, T. A. Mitchell, 5th inst.—Singapore, 29th ult. Gen.—J. M. & Co.

Halmun, Br. ss. 641, J. W. Evans, 5th inst.—Swatow, 4th inst. Gen.—D. L. & Co.

Haltan, Br. ss. 1,128, A. S. Stewart, 5th inst.—Amoy, 4th inst. Gen.—D. L. & Co.

Helyo Maru, Jap. ss. 2,456, S. Okutani, 5th inst.—Kobe, 25th ult. Rice—A. Buns.

Indrasamba, Br. ss. 3,330, Jones, 5th inst.—Shanghai, 1st inst. Gen.—J. M. & Co.

Kwangshah, Chinese ss. 1,538, Sangster, 5th inst.—Shanghai, 2nd inst. Gen.—O. M. S. N. Co.

Loongang, Br. ss. 1,093, W. G. G. Leath, 5th inst.—Manila, 2nd inst. Gen.—J. M. & Co.

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